

ALL HANDS



APRIL 1971





ALL HANDS

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• **FRONT COVER: FEATURED** in this issue is a special report on the new Navy Charter on race relations and minority affairs. Symbolic of the Navy's efforts toward equal opportunity, the cover photo depicts JO3 Alan Marlette, USNR, and SK1 Marvin Thomas, USN, standing in front of the blue and gold stack of Navy oceanographic ship Josiah Willard Gibbs.—Photo by JO3 J. R. Kimmins, USN.

• **AT LEFT: SEABEES** from U. S. Naval Mobile Construction Battalion Eight move a section of an aircraft shelter into place at the Marine Air Group area in Da Nang, Republic of Vietnam.—Photo by PHAN W. G. Goodner.



Newman's



SR Raymond Newman, USN



Mother and Father Mr. and Mrs. Kirby Newman

Seaman recruit Raymond Newman enlisted in the Navy almost a year to the day of his brother Kirby's death on 17 Feb 1970. Coincidence? Maybe, but Raymond had some strong motivation to enter the Navy—even with Kirby's death, there were still six other Newman brothers on active duty.

Former Chief of Naval Operations and now Chairman of the Joint Chiefs of Staff Admiral Thomas S. Moorer wrote Kirby Newman's wife immediately after the aircraft accident at En Centro, Calif., which took the 1st class photographer's life. In that letter Admiral Moorer said, "Perhaps the only consolation in the loss of one so close is the knowledge that he was actively engaged in service to his country and lost his life while engaged in that service."

"There is little more that can be said of an American or a patriot."

"In these times of worldwide stress, our nation must continue to call upon its finest citizens to help their country in the preservation of American liberty and freedom as we know it both at home and throughout the world. You may take great pride in the fact that your husband was one of those heroic Americans who unselfishly and unstintingly answered the call."

THE NEWEST FAMILY Navyman, Raymond, 24, is a son of Mr. and Mrs. Kirby Newman, Sr., of Twin Falls, Idaho. He's one of 15 children.

Of the others, older brother Eddie, 31, a machinery repairman 1st class, is assigned to the destroyer *USS Parsons* (DDG 33) homeported in San Diego. Brother Joe, 27, a machinist's mate 1st class, is attending a Navy school in Philadelphia, Pa., and will join Eddie in *Parsons* upon graduation.

And the list grows—brother Weldon, 26 a machinery repairman 3rd class, has recently been assigned to another destroyer in San Diego.

David 24, a communications technician 3rd class, and Johnny, 22, a machinery repairman 3rd class—the only single man of the group, are both stationed at Little Creek, Va. The last brother is George, 29, a photographer's mate 1st class assigned to the Naval Air Rework Facility at El Centro, Calif.

Newman's Navy now represents 72 years of service, and if Raymond makes the service his career, too, the family's military longevity will exceed 150 years.

The newest member says, "I worked in different gas stations, and did quite a bit of farming and skipping from one job to another."

Married at 17, he says, "I wanted to be established like my brothers. After looking over the various opportunities available in the different services, I realized that my brothers had made the right decision and I was the one who was missing the boat."

"My wife and I already had one son and I was still jumping from job to job trying to support them. I

Navy

applied for enlistment but was not immediately accepted because of my dependents. Later, though, my recruiter received a waiver from the Bureau of Naval Personnel and I was on my way."

Now with two sons, Chris, three, and Rick, one, Raymond is the last member of the Newman clan to be in the Navy. His wife, Karen, also from Twin Falls but now making their home in Fountain Valley, Calif., reports she "couldn't be happier."

KIRBY NEWMAN, Sr., the father of Newman's Navy, stated that he never served in the military, "I was too young for World War I and I had too many dependents during World War II."

During their careers, the Newman boys took advantage of the education available through the Navy—correspondence courses, United States Armed Forces Institute and Navy schools—to increase the scope of their knowledge and to advance up the ladder. Those who have been in the Navy long enough to make a mark for themselves had done well and were considered to be good leaders, skilled in their jobs and a credit to the service.

Several of the Newman brothers had worked at civilian jobs like Raymond before entering the Navy. With this combination of education and experience each of them had successfully come through the test battery given to prospective recruits and their General Classification Test results pointed to the diverse Navy fields in which each was interested and for which he was suited.

Raymond says, "My dad is very proud of his Navy sons. Every time Newman's Navy is mentioned in Twin Falls, his chest swells with pride. I wanted him to be proud of me as he is of my brothers."

"Now, with the opportunities I have in the Navy, I know that I can be just as successful as anyone. I feel that I'm beginning to get established."

—By JO1 Hal G. Williams

John M. Newman now MR3

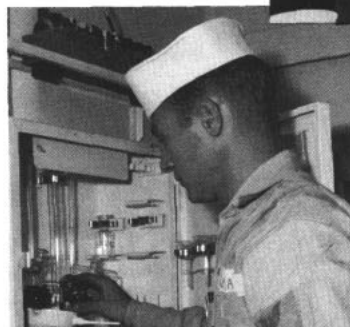


George Newman now PH1



MR1 Edward Newman, USN

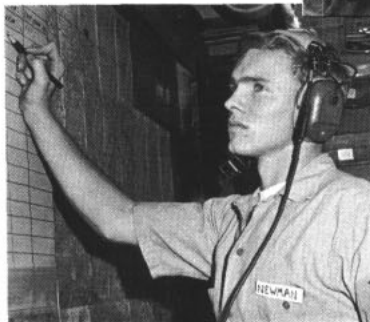
The late PH1 Kirby Newman, USN



MM1 Joseph Newman, USN



MR3 Weldon Newman, USN



CT3 David Newman, USN

Navy Charter

EARLY IN MARCH, the Chief of Naval Operations signed a document which gives the Navy a charter setting forth all the administrative and personnel powers to bring about the realization of equal opportunity and treatment in the service. No other service has taken a step this progressively, nor with more planning.

About six months ago, Admiral E. R. Zumwalt, Jr. appointed an Advisory Committee for Race Relations and Minority Affairs, and charged it with pulling together all the efforts of the Navy under one banner in the area of equal opportunity.

For the past two-and-a-half years, three major Departments of the Navy offices have coordinated policy

in the area of racial discrimination, the Bureau of Naval Personnel's Minority Affairs Division, the Bureau's Minority Officer Recruiting Effort, and the Office of Information's Minority Affairs Division.

In November 1970, LCDR William Norman was ordered to Washington to become Admiral Zumwalt's Special Assistant for Minority Affairs. His primary duty was to coordinate, for the Navy, what has become fact in the Navy Charter.

Appointed on the ad hoc committee was Mr. John Burroughs, Special Assistant to the Assistant Secretary of the Navy for Minority Affairs; RADM David Bagley, Assistant Chief of Personnel for Personal Affairs; RADM William Greene, Director of Navy Recruiting;

GOALS and OBJECTIVES of the

THE NAVY as a segment of the United States desires to ensure equal opportunity for all personnel so that the human dignity of every individual will be preserved. Therefore, the Navy must develop and use the full potential of its share of the country's human resources.

To achieve an efficient naval organization and true, equitable treatment for all members of the Navy community, the following goals and objectives are set forth:

Goal:

I. To attract to the Navy people with ability, dedication, and capacity for growth. Specifically, the Navy must be able to obtain the very best talent available in this nation regardless of race, religion, creed, economic background or national origin.

Objectives:

- To increase and intensify the Navy's recruiting effort to attain and retain the highest quality officer and enlisted volunteers from the minority community, thus seeking to achieve increased representation of minority personnel in the various categories and grades of the service.

- To create and maintain a Navy image of equal opportunity and treatment for all people regardless of race, creed, religion, or national origin.

- To establish educational, recreational and social programs within the Navy and in association

with the Navy (e.g., JNROTC, Sea Cadets, Community Action Programs) to bring talented but underprivileged/culturally-deprived personnel to a level at which they can compete equitably with their peers.

Goal:

II. To provide real opportunity for all personnel of the Department of the Navy to rise to the highest level of responsibility that their talent and diligence will take them.

Objective:

- To identify and eliminate all bias, i.e., ensure equal opportunity for selection, classification to occupational fields, technical/professional schooling and developmental experiences, progression in duty assignment, performance evaluations, pro-pay, advancement, promotion, retention/reenlistment, career status, etc.

Goal:

III. To make service in the Department of the Navy a model of equal opportunity for all regardless of race, creed, religion or national origin. The Navy must strive to elevate the dignity of each individual and eliminate all vestiges of racial discrimination so that all members of the naval service can be proud to serve to their fullest.

Objectives:

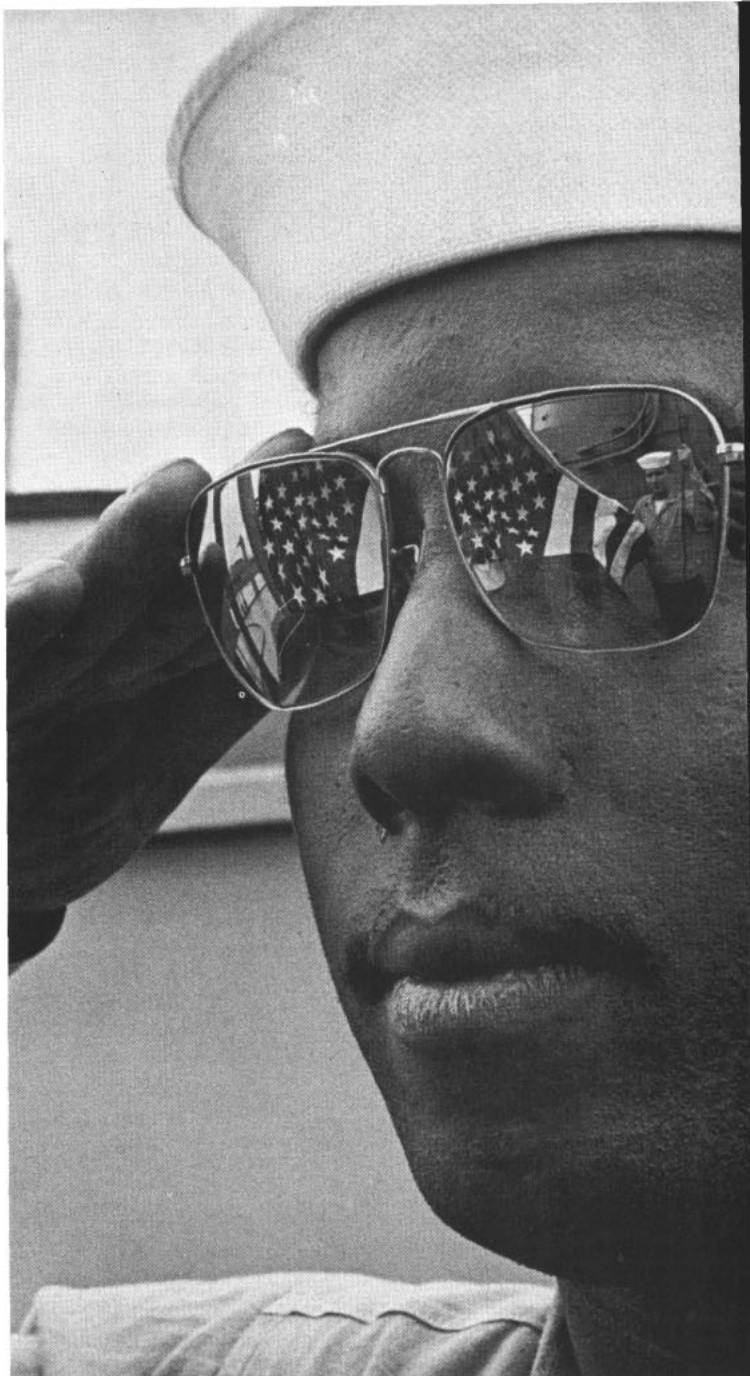
- To create and ensure equal opportunity in liv-

On Race Relations and Equal Opportunity

RADM John G. Finneran, Director of BUPERS Plans and Programs; CAPT William Thompson, Deputy Chief of Information; CAPT Charles Rauch, Special Assistant to CNO; and LCDR Norman.

"For more than two decades it has been the official policy of the Navy to ensure equal opportunity and promote harmonious race relations," states the opening paragraph of the Charter. "Yet, members of minority groups in the Navy have, for the same length of time, been denied full equality of opportunity and treatment.

"As stated by the Secretary of the Navy in ALNAV 51 and reaffirmed by the Chief of Naval Operations in NAVOP Z-66, we will maximize our efforts to improve



BM1 Hosey Porterfield salutes the ensign as FTG2 Larry Nolen prepares to fly the colors aboard Fleet Ballistic Missile Submarine Tender USS Hunley (AS 31).

Navy Charter

ing and work conditions in the Navy community.

- To conduct conferences and educational, recreational and social programs to enhance racial and interracial understanding and cooperation.

Goal:

IV. To help each serviceman at the end of his service in his adjustment to civilian life.

Objectives:

- To ensure that all members of the Navy's retired and fleet reserve community are assisted in obtaining an equal opportunity for a "second career", if desired.

- To provide priority opportunity for members of racial minorities as well as members of other underprivileged groups who have completed their military obligations to ensure they leave the naval service prepared to exercise their rights to full and fair participation in the civilian society.

Goal:

V. To participate in the progressive improvement of social-cultural interaction in our society by utilization of our human, economic and physical resources while maintaining full effectiveness in the performance of our primary mission.

Objective:

- To endeavor to provide every Navyman with training and experience necessary to learn a trade or vocational skill.

race relations and make equal opportunity in the Navy a reality."

The Charter further puts the Navy behind the Human Goals outlined by the Department of Defense in October 1961 which asserts, continues the Charter, "that in all we do, we must show respect for the serviceman and civilian employee as an individual, recognizing his needs, aspirations and capabilities. It must be affirmed, further, that the Navy will be guided by

the principle that the individual has dignity and worth."

THE CHARTER then outlines five basic goals to achieve an efficient naval organization and true, equitable treatment for all members of the Navy community:

Attract to the Navy people with ability, dedication, and capacity for growth . . . regardless of race, religion, creed, economic background or national origin.

Provide real opportunity for all personnel of the Department of the Navy to rise to the highest level of responsibility that their talent and diligence will take them.

Make service in the Department of the Navy a model of equal opportunity for all.

Help each serviceman at the end of his service in his adjustment to civilian life.

Participate in the progressive improvement of social-cultural interaction in our society by utilization of our human, economic and physical resources.

The document then assigns tasks to each of the relevant agencies existing within the Department of the Navy in five broad categories: recruiting, image, career patterns, equal opportunity, and race relations.

The tasks have definite milestone dates, and definite objectives to be met. Within the section on recruiting, for example, goal percentages for minority midshipmen at the U. S. Naval Academy, goal percentages for NROTC units at predominantly black universities, and goal percentages for black officers and enlisted men are set.

The Office of Information is chiefly tasked with promulgating various messages geared toward the minority audience, through minority-operated and distributed media, including newspapers, radio and television.

THE ELIMINATION of cultural bias from Navy examination and selection boards is a broad criterion in the career patterns section. Equitable career patterns for minority officers and enlisted men is the goal.

Under the goal of equal opportunity, cognizant agencies are tasked with enlarging programs similar to those carried out at NTC Bainbridge and NAS Alameda where inner-city youth are bused to the naval facilities daily for a week for a summer camp. Also included in this set of goals are various programs concerning housing, exchanges, messes, libraries, and post-career opportunities for Navy personnel.

CNO, Admiral Elmo R. Zumwalt, Jr., answers questions concerning minority affairs.



An Interview with CNO's Minority Affairs Officer

He grew up in a Navy town. Perhaps because of this, when the time came, he decided—with some skepticism—to give the Navy a try. But first he wanted the best possible education available.

He was a member of a black family living in Norfolk, Va., and the education he sought was to keep him at the books for a considerable period of time. First came four years at West Virginia Wesleyan, concentrating on chemistry and mathematics. Graduating with a bachelor of science degree, he spent a year of graduate work at the University of Wisconsin, and then a year abroad.

In 1960, he applied for and was accepted by the Aviation Officer Candidate School. He was commissioned an ensign in March 1962.

This was the beginning of the Navy career of the first Minority Affairs Assistant to the Chief of Naval Operations, Lieutenant Commander William S. Norman. His story is told on this and the following pages.

EDUCATIONAL OPPORTUNITIES were the early keynotes of LCDR Norman's life in the Navy, but from that beginning he had to consider whether this was an example of "tokenism," or whether his duty assignments as a black officer would be equally challenging. Designated a naval flight officer, he attended Airborne Early Warning and Airborne Electronic Countermeasures School. His first duty with the Fleet was with Carrier Airborne Early Warning Group 11. He was then ordered as assistant CIC officer aboard the carrier USS *Constellation* (CVA 64). As a young lieu-

tenant, he was assigned to the Air Weapons Systems Analysis staff of the Deputy Chief of Naval Operations for Air.

It was during this time that then Lieutenant Norman decided for a Navy career. More study and class-work, this time at American University, where he received his master's degree in international relations. This was followed by a tour as an instructor at the U. S. Naval Academy, during which time he also served as a White House social aide.

But, like many black men in this period, LCDR Norman had become frustrated with racism in the United States society, and therefore in the Navy. He had already decided to leave the sea service in 1970, when the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., USN, called him. "I came here with a great deal of skepticism," he said, "in spite of what I had read about the new CNO."

Admiral Zumwalt had followed LCDR Norman's career with more than casual interest. CNO knew that LCDR Norman was, first of all, an intelligent, capable naval officer. He knew, too, that LCDR Norman cared about the depths to which racial inequities ran in this country, and Admiral Zumwalt wanted LCDR Norman on his staff as Special Assistant for Minority Affairs.

LCDR Norman formed a small staff, took a refurbished, carpeted, one-window office in the Pentagon's "E" ring, and set about his duties. For a man 33 years old, few jobs could be more challenging, or carried out by a man more qualified.

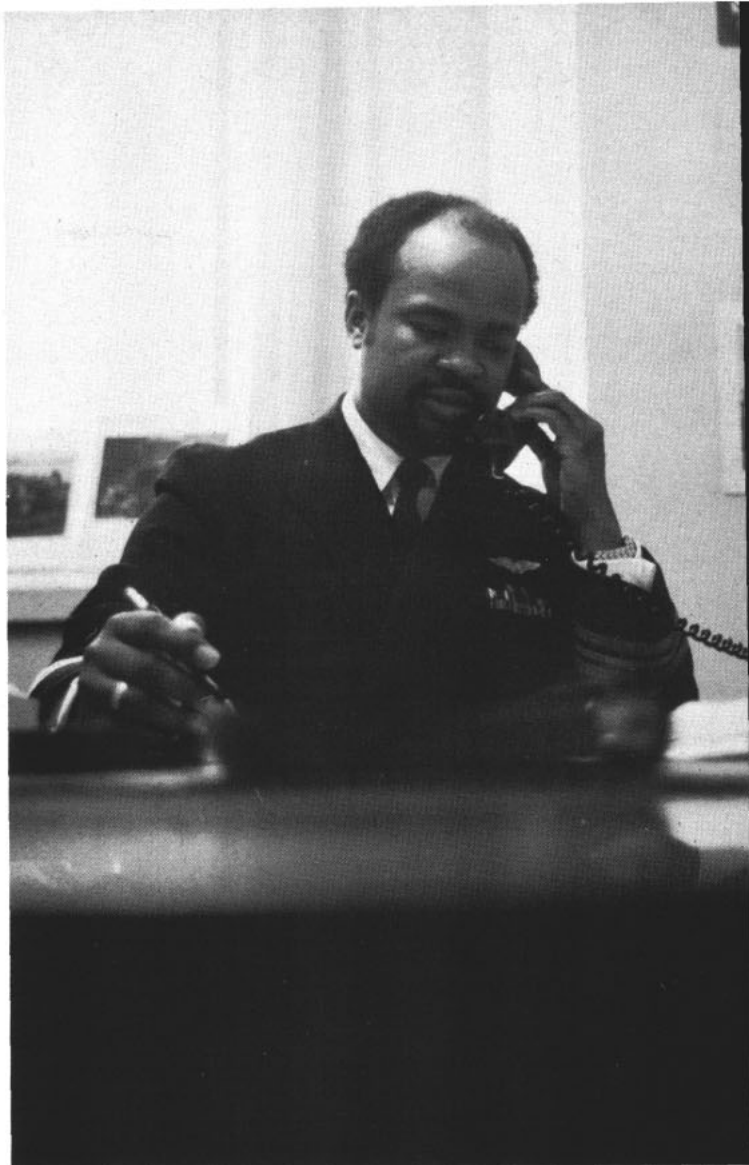
How did Admiral Zumwalt convince you to come here?

One of the things I felt strongly about was that I was not merely going to provide visibility for the Navy. If in fact the Navy wanted me to come here to do a job, and I was going to have the support of the Chief of Naval Operations, then in fact I felt a commitment on my own part to do so. On the other hand, if at any time I felt I was here to be seen and not to set forth the kind of dynamic programs and policies we are talking about, I wanted no part of it.

How often do you get to see him?

It is significant that every Tuesday morning I have breakfast with CNO and ride to work with him. We talk about problems we are having, and I advise him on particular matters. He, in turn, has a chance to talk with me. It is extremely important to have this continued personal contact. I know that he is interested, and he gets a chance to be apprised of all the things that are going on. To me, this is an indication of all the support I could ask of any individual in his position.

I have never yet gone to him with any program, any proposal, that he hasn't given his complete consideration . . . and his acquiescence. It has had a humbling effect. Now, when I talk to the Chief of Naval Operations about any proposal, I make every attempt to have it thoroughly staffed, looking into it in terms of the pros and cons, so that he will have the best information to make a decision. Because, ultimately, it is CNO's decision.



LCDR William S. Norman, along with his duties as Special Assistant to CNO for Minority Affairs, continues to maintain his flight status as NFO.

What are Admiral Zumwalt's priorities as far as race relations are concerned?

Admiral Zumwalt puts primary consideration on the people in the Navy. He's "people oriented." This is not in any way to say that he does not believe we should have the best possible hardware, but hardware is going to be ineffective unless we have good people operating it and utilizing it. Because people have one of the highest priorities, the interaction of people in race relations has a high priority as a part of this overall people program.

How long do you think your services here will last?

It is open ended. I have made several commitments. I have promised that we intend to set up dynamic plans, policies and programs and an institutional framework to guarantee equal opportunity and treatment, and I've given my word that we are going to do this.

I think that the true measure as to the success of



CNO, Admiral Elmo R. Zumwalt, Jr., is people-oriented. He believes in instituting dynamic programs to guarantee equal opportunity for all Navymen.

A step in the Navy's efforts in race relations is to introduce programs to increase the percentage of minorities in OCS, NROTC, USNA and enlisted schools.



my job will be when I can walk in and say to the CNO, "You no longer need me as a special assistant for minority affairs." That's what I'm looking for and I hope that it is going to be soon.

I am realistic enough to know that we are not going to solve all our problems; we are not going to have any kind of panacea in the Navy as long as we have inequitable treatment in civilian life. On the other hand, I think we can ensure we are moving in the proper direction. We can ensure that we are removing all the vestiges of discrimination in the Navy, and we can ensure that we at least have a dynamic race relations program and an institutional framework to continue to guarantee that we have a viable program.

How do you implement the CNO mandate to you in race relations?

Admiral Zumwalt is committed to instituting dynamic programs to guarantee equal opportunity and treatment for all Navymen. To this end we have directed our attention to devising plans and policies to improve the lot of minority Navymen and foster better race relations. It is not our intent to supersede the work of the various minority affairs action officers in BuPers, CHINFO, and OpNav, but rather to give direction and promote coordination. Each week I meet with these officers and we discuss our problems, progress, and future plans.

In addition we prepare a weekly situation report on our efforts in minority affairs which is distributed to senior officers in BuPers and OpNav. The impact of these meetings has been an increase in efficiency and coordination and an acceleration of real gains in the area of minority affairs.

Further, I meet and maintain liaison with the leading naval officers in Washington, as well as community leaders and other governmental leaders, in an effort to ensure that we obtain the best information possible to achieve our goals and objectives. Another purpose of these meetings is to give advice and guidelines to commanders to assist them in implementing minority affairs and race relations programs.

It is also important that I maintain a close working relationship with various groups in the minority communities such as university presidents, civil rights groups, social actions committees and inner city organization. These consist of personal meetings, correspondence, and speaking engagements. Through such personal contacts, the minority community gets a clearer and more realistic perception of the Navy and we, in turn, obtain a better understanding of how to improve our effectiveness in relating to minority Navymen.

Since racial relations are primarily a matter of individual attitudes, how can an "institutional framework" touch upon people's attitudes?

In order to affect attitudes, we have to do some basic things first. The Navy has had a reputation in the black community of being discriminatory. This, in fact, goes back to the racial inequities in the Navy, starting around the Spanish-American war in 1898 up to and including World War II. Black people who

served in the Navy, regardless of their educational training or experience, were relegated to the steward's rating.

As a consequence, most black people who think of the Navy today think of its obsequious relegation of black Navymen as stewards. As a result, we have a bad image. So first of all, we have to change this image.

The second thing is the disproportion of black men and women in the Navy. We have only 509 black officers out of an officer corps of almost 80,000, and not quite 34,000 black enlisted men. These are not indications that we have equal opportunity and treatment to the average person looking at the Navy. For example, we have no flag officers either.

Centrally, before we begin to affect attitudes, we have to ensure that inequitable treatment has been removed from the Navy. And this in itself means that we have to come up with plans, programs, and analyses of things we do in order to attempt to ascertain if in fact we are eliminating discrimination.

So we look at various aspects of the Navy separately—and we try to correct those discriminatory practices that exist. Once we are assured that we have worked in all these particular areas, and are in the process of trying to attain and guarantee equality of opportunity, then we go to another step in attempting attitudinal changes. That is to provide educational programs to foster and improve race relations.

Every person needs to feel he has "infinite worth and dignity," that he is recognized as an individual. To ensure this we must come up with educational programs to foster better race relationships. After we have done this, then we are in the process of trying to do something about attitudes.

We are not trying to enforce any attitudes whatsoever—our goal is to cause individuals to look at themselves—to see what they are doing to become aware of the fact that inequitable treatment against racial minorities is not in the best interests of the Navy or in the interests of what any of us are trying to do.

The purpose of this program is not to tell any individual to espouse any kind of philosophical belief, but we are saying that he should look at individuals as human beings. Instead of changing attitudes, we are trying to get individuals to look at themselves, to see what they are doing, so that they themselves will have the impetus to change.

If the Navy in fact reflects the society at large, how can changes be brought in the Navy without being effected in society first?

The Navy, as a microcosm of the total American community, can at least ensure that the segment we are concerned about is guaranteed equal opportunity and treatment. We can definitely do something in the Navy that we do not have the wherewithal to do in the over-all community.

We also hope to do some things that will spill over into the American populace—the total society at large.

As an example, one of the most severe problems that we have in the total community is housing. Black Navymen, in general, dread a permanent change of



YN2 Glenn F. Howard looks over the shoulder of PN1 Theodore R. Smith as they examine a Navyman's service jacket aboard USS Hunley (AS 31).

SecNav John H. Chafee reenlists Master Chief Electronics Technician Joseph H. Manning aboard the guided missile frigate USS Bainbridge (DLGN 25).



duty station. They know that whenever they go to a new community they are going to have to go through the indignities, their families as well, of finding a house in a community where they may not be welcome. Every black man, just like any other man in the American society at large, wants the best home he can provide for his family within the income he is able to provide. There is not a community around any base in the continental United States where black people still do not experience discrimination in trying to find housing for their families.

The Chief of Naval Operations was sorely distressed when he found out the problems that black Navymen were having in trying to locate housing for their fam-

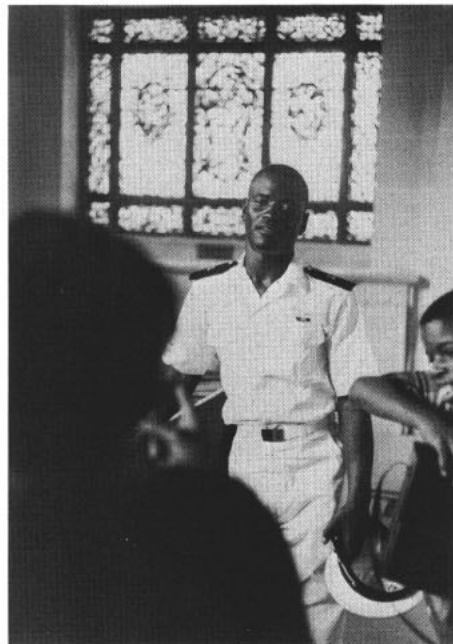
approach to try and solve our problems in this area.

Are you really of the opinion that one of these days your service will no longer be needed—that the Navy will not have a race problem?

No question about it. I have cautious optimism now. In view of the support we have at the CNO and SecNav level, and in view of the programs we have been able to initiate, and in view of the organizational framework that has been created and is now existing, and in view that we have all the action officers in the area of minority affairs in FuPers and OpNav working, and the program we are continuing to do, I am convinced that at least we will have the organizational



BMCS (MDV) Carl Brashear and HM2 (DV) Powers check the operation of the Hyperbaric Chamber aboard USS Hunley (AS 31) in Charleston, S. C.



Every person needs to feel that he is recognized as an individual. To ensure this the Navy is working toward educational programs for better race relations.

ilies. I am sorely distressed because it affects me every place I go. What we are attempting to do now is to try, at least, to ensure that our military personnel are able to find proper housing around military bases. We have been working with communities, the leaders within the community, to try to ensure that equal opportunity in housing is enforced also.

The step that we are taking is essentially this. We will ensure that no member of the naval community is going to be denied housing on a racial basis. If the housing is not open to all members of the Navy, then it will be open to none of our members. I feel this is the kind of approach we are going to have to take—I would like to call it an enlightened and realistic

framework and the people dedicated to improving our racial problems—operating in a viable way—so that sometime in the immediate future, hopefully within a year, I am going to be able to say, "Admiral Z, I think we have the organization moving in the way the organization ought to be moving. We have the system doing the kinds of things it ought to have been doing in the past, and you no longer need a person here with you now with the primary billet of advising you on minority matters. The system will take care of itself."

What are your most important accomplishments to date?

It is emphasized that our accomplishments are a

team effort under the direction of Admiral Zumwalt.

- One of the first acts we performed after I arrived was to meet with black officers and enlisted personnel and their wives which resulted in ALNAV 51 and NAVOP Z-66 and other policies. Then we concentrated on specific problem areas.

- We authorized the establishment of six NROTC units in predominantly black colleges and universities of which two are being established this year.

- Of great personal satisfaction to me was our decision to cease the recruitment of Filipinos exclusively as stewards and to make the rate comparable in personnel balance to the other rates of the Navy; all Filipinos are now recruited as seaman recruits and we

tives and tasks will serve as guidelines for the Navy's efforts in race relations and minority affairs for the next three to five years.

Although not inclusive, and in any order of priority, some of our other more important accomplishments are as follows:

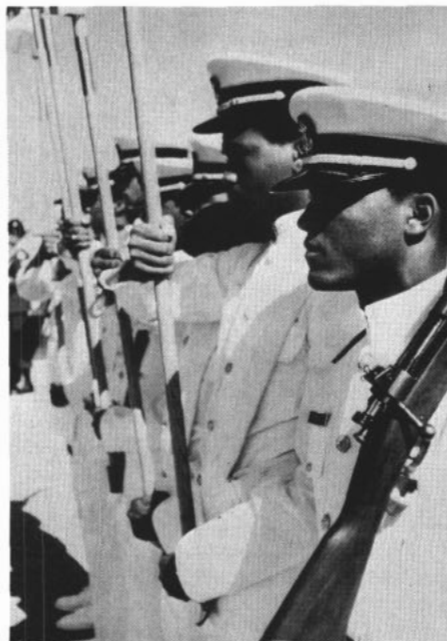
- First, a coordination and direction of efforts in the entire area of minority affairs including selection of more minorities,

- Second, the establishment of billets for a minority officer in each of our main recruiting stations,

- Third, introduction of programs to increase the percentage of minorities in OCS, NROTC, U. S. Naval Academy, and enlisted schools,



Navy LT John M. Reid has over 1500 accident-free flight hours. He now trains other naval aviators with Helicopter Squadron 10 at NAS Imperial Beach.



The Navy has authorized the establishment of six NROTC units in predominantly black colleges and universities. Two are being established this year.

are accelerating the transfer of Filipino stewards to other rates within the Navy to achieve a better balance.

- In January, Admiral Zumwalt established an Advisory Committee for Race Relations and Minority Affairs composed of two admirals, three captains, and myself. This group has been an effective instrument in helping the CNO to develop and monitor his actions in the area of race relations and minority affairs.

- Of notable accomplishment by this group was the preparation of a Charter which set forth broad goals and principal objectives to be achieved. The Charter also identified tasks for implementation as well as action assignments and milestones. The goals, objec-

- Fourth, initiation of a research study to identify and eliminate cultural and geographic bias from Navy qualifying tests,

- Fifth, selection of a black advertising firm to develop black recruiting programs,

- Sixth, establishment of programs to ensure equal opportunity in housing,

- And seventh, personal letters to all flag officers, unit commanders and commanding officers containing direction for our efforts in the minority affairs area.

These are some of our accomplishments which represent initial steps in our continuing efforts in the area of race relations and minority affairs.

Working For Equal

In the Office of Assistant SecNav

Liaison between the Navy Secretariat and the operational levels of the Navy in the area of equal opportunity and race relations is the primary duty of Mr. John A. Burroughs, Jr., Special Assistant (equal opportunity) to the Assistant Secretary of the Navy (Manpower and Reserve Affairs) the Honorable James D. Hittle. Mr. Burroughs makes policy recommendations on race relations matters and advises SecNav of the Navy's progress in the area.

Mr. Burroughs was appointed to his position in June 1970. He came to his Pentagon office from the Navy's Office of Civilian Manpower Management (OCMM) where he was an employee relations specialist. He holds a bachelor's degree in political science from the University of Iowa (1959) where he also was a star left tackle on the Iowa Rose Bowl teams of 1956 and 1959. Before joining the government as a public servant, he was drafted by, and played for, the professional Philadelphia Eagles.

"It is the policy of the Department of the Navy to provide equality of treatment and opportunity for its military and civilian members without regard to ir-

relevant considerations such as race, color, religion, sex, or national origin," he said, "but unfortunately this policy of equal opportunity has not completely permeated the minority community, and the Navy suffers a disparaged image in that community." He added, "We are making positive attempts to rectify all of this by making the minority community aware that the Navy is in fact a place where true equality of opportunity exists."

As chief adviser on minority matters both to Secretary Hittle and the Secretary of the Navy, Mr. Burroughs provides a minority input to the Secretariat on such matters as minority advertising, race relations



LCDR Robert L. Toney directs the MORE team which travels to black colleges and universities, showing young people the careers offered by the Navy.



Mr. John Burroughs, Special Assistant (Minority Affairs) in office of SecNav, and James D. Hittle, Assistant SecNav, talk about changes in the Navy.

programs, establishment of NROTC units at black colleges, minority research projects, and the Navy's participation in Domestic Action Projects (DAP). Mr. Burroughs also works closely with DOD officials involved in equal opportunity and race relations matters.

Late in 1970, Mr. Burroughs made extended trips to various naval bases around the United States, reviewing the Navy's effectiveness in employing youngsters under the auspices of the 1970 Federal Summer Employment Program. Mr. Burroughs was extremely impressed with the Navy's efforts to employ youngsters, many of whom were trained in meaningful positions.

Mr. Burroughs was equally impressed with Do-

Opportunity

mestic Action Projects at the various bases he visited. For the most part, these programs provide recreational and educational opportunities to disadvantaged youngsters. "Each year the Navy employs 18,000 youngsters in the Summer Employment Program," said Mr. Burroughs, "but recent budget constraints have seriously affected our ability to meet our summer employment goal. We have made representations to DOD officials to have certain funds specifically earmarked for the Summer Employment Program."

Mr. Burroughs is also concerned about civilian employment and has made numerous trips to Navy activities to address employees on the Navy's Equal



LCDR Melvin Patridge believes the presence of strong command support from CNO has helped his efforts to improve the Navy image in the civilian community.

Employment Opportunity Program. The most recent trip was to the Public Works Center (PWC) at Norfolk, Va., where he addressed PWC supervisory personnel on the Navy's over-all EEO Program.

"Since the inception of the plan, many government officials have, informally at least, supported the establishment of numerical goals and timetables as a means of achieving progress in the equal employment opportunity area," he commented. "We are in the process of amending the Navy-wide Affirmative Action Plan to include the use of numerical goals and timetables. We feel this will go a long way in the attainment of the Navy's goal of a fully integrated work force." This will be covered in a later report.

Officer Recruiting The MORE Team

THREE YEARS ago there were 365 black officers in the Navy. Today, there are over 500. Three years ago, the major criticism leveled at the Navy was that there were not many black officers. Today, that criticism, as the Secretary of Navy has said, is still valid. But there is a strengthened commitment within the Navy to attract more black officers.

Operating on the philosophy that to get black officers into the service, you must actively recruit, the officers of the Minority Officer Recruiting Effort, the MORE Team, travel nine months of the year to black colleges and universities around the country showing young black men and women that the Navy as a career can be a worthwhile, challenging job.

"This is no more than what we do for college students in predominantly white universities," said Lieutenant Commander Robert L. Toney, director of the MORE Team's efforts. "We offer nothing special, nothing out of the ordinary, nothing other than the opportunities open to most other college students."

The Minority Officer Recruiting Effort was organized by the Navy in 1967 to spearhead the drive for black officers. Their efforts have been complemented



CDR Ben L. Frank, Director of BuPers Minority Affairs Branch, and **HMC Thomas P. Short**, Minority Affairs Advisor to CO, NS Washington, discuss goals.

with the presence of a minority naval officer in each recruiting district, who looks out for special opportunities locally.

Perhaps the most important single accomplishment in the procurement of qualified black officers was the establishment of a Naval Reserve Officer Training Corps at a predominantly black university in 1968, Prairie View A&M University, Prairie View, Tex.

This unit, which graduated and commissioned its first group of officers in May 1970, will provide a continuous input of black officers into Naval and Marine Corps service. The unit also boasts a preflight curriculum, leading to a commission and acceptance into the Navy's pilot training program.

Two other NROTC Units are scheduled for commission at predominantly black universities within a year.

"We do not assume the entire responsibility of minority recruitment, however," said LCDR Toney. "Every office of the Recruiting Division now lends

strong assistance to this effort in accordance with its area of expertise.

"This mode of organization provides for more efficient and productive handling of minority recruiting matters and solidly involves minority recruiting into the established system."

In September 1970, the Director of Recruiting, RADM William Greene, raised minority recruiting to the number one priority in the scope of Navy-wide recruiting policy. This established a goal of 15 per cent minority recruits, both officer and enlisted each month, from the Navy's total accession.

With these continuing programs, the Navy will eventually reach equity with the other services in percentage of black officers and enlisted men. This, alone, would not necessarily mean a Navy free of racial strife, but would certainly provide the visible strength to the members of the civilian community served by the Navy that racial barriers in recruiting were indeed a thing of the past.

CHINFO's Minority Affairs Division

NOW THAT THE structure of the Navy is changing we can more effectively begin communicating the substance of that change to both the civilian and military audiences," said Lieutenant Commander Melvin Patridge, director of the Office of Information's Minority Affairs Division.

Formed in January 1969 to communicate effectively the Navy's changing racial structures, the office has had LCDR Patridge as its director since the division's inception. With a staff of two officers and an enlisted journalist, he has distributed a weekly press release to newspapers, released frequent audio messages to radio stations with primarily ethnic audiences, coordinated internal information programs to inform Navy and Marine Corps personnel, and generally kept the civilian public aware of the aims, efforts and programs of the changing Navy.

"I see our presence in CHINFO primarily as a force to insure the accurate representation of all minority groups in the Navy's public affairs," continued LCDR Patridge. "We've implemented this goal in two phases. First, our special projects such as the news releases and films and brochures are geared toward this accurate representation, and second, we have provided

guidance to other Navy agencies to insure this representation. We have been moderately successful, and pleased with the progress we have seen to date."

LCDR Patridge agrees that the presence of strong command support from Admiral Elmo Zumwalt has greatly helped his effort in improving the "image" of the Navy in the civilian community. "We couldn't begin to have had the success we have had if it had not been for the very real changes we have seen in the last two and a half years within the Navy itself," he said. "People recognize a deliberate attempt to misrepresent reality, especially in racial matters, but we in the Navy have positive, ongoing programs administered by positive, ongoing people to publicize."

LCDR Patridge has been expanding his original goals for the CHINFO division in the past year. He, by necessity, had to confine his office's efforts to black Navymen the first few months of operation, but can now use their experience in including all minorities in CHINFO's efforts.

"I am confident that the future will provide more and more positive programs that we can communicate to external and internal audiences," he concluded. "It's a story that must be told."



Members of the Navy's Minority Affairs Team are chosen from men qualified and nominated within the Fleet to help maintain effective communications.

BUPERS Minority Affairs Branch

BEFORE THERE WAS a special assistant to the Chief of Naval Operations for Minority Affairs, or the current priority effort in the Recruiting Division for black and other minority officer recruitment, there was the Minority Affairs Branch within the Bureau of Naval Personnel.

For two years Commander Ben Frank has directed the efforts of personnel policy toward minority groups. His was the office that first began examining BuPers policy toward minority groups, and prompted the first policy level decision to make the Navy a leader in the moral efforts to make equal opportunity a reality in the sea service.

One of the most revealing projects conceived and carried out by CDR Frank and his staff was the formation of the BuPers Race Relations Team. Originally composed of just two or more people, the Team is patterned after similar teams used by the Department of Defense for more than five years. Judge L. Howard Bennett, director of equal opportunity for the Armed Forces, developed the informal techniques used by the DOD teams, and which were adapted to the Navy.

In July 1970 the Chief of Naval Personnel, VADM Dick Guinn, greatly expanded the concept, adding specialists from various facets of manpower management, which traveled to the Naval Training Center, Great Lakes, Ill. The trip was made at the request of RADM Draper Kauffman, Commandant of the Ninth Naval District, to look into the racial situation at Great Lakes, and to make recommendations for improving race relations.

AS AN EXAMPLE of the result of the team visit the Commander of the Great Lakes complex outlined several actions he is now taking, all of them originally included in the recommendations made by the team:

- Revitalize the committee for equal opportunity and treatment.
- Make it clear that the commander of the base is concerned and interested in good race relations.
- Direct Navy exchanges, libraries, and clubs to develop a sensitivity to black needs and desires.
- Begin a program of race relations education, and
- Pay more attention to people as people wherever they may be, in school, off duty, in correctional custody, in the dining hall, the pay line, or on the job.

These actions, positive actions, typify the team's recommendations to commanding officers, wherever the team travels. But the difficulty, according to CDR Frank, comes in carrying out these recommendations, and that job goes right back to the CO. "That's why the concept of 'command support' is so crucial to the betterment of race relations.

"The changes we've seen in race relations in the past two years have heralded, at least for me, an optimism that the Navy can very well correct its history of racial inequity. I've seen good things happen. I've been disappointed over others, but generally I can see much improvement," he concluded.

TEAM MEMBERS, chosen from those men qualified and nominated within the Bureau of Personnel, represent the Navy on conferences in minority affairs. Their presence at a Naval Training Center or other shore unit, as was in the case at Great Lakes, is only upon request of the local commanding officer.

Members of the team bring their Navy experiences, as well as a special sensitivity to racial problems, to the team.

One member pointed out that "there's a general lack of understanding of the cultures of the various minority groups in the Navy. That's the big problem—to get people to realize that there are cultural differences, that this isn't only a white man's Navy."

Naval personnel connected with the team are not known to mince words, "After a while you learn to ignore a lot of subtle things. But there are all kinds of small irritations that make Navy life more difficult for Navymen from minority groups. Many training manuals, for instance, are written as if only whites were in the Navy—how can a black man turn pale from shock? Haircuts used to be another problem, because very few Navy barbers knew anything about hair care for blacks. Z-Gram 66 helped bring that problem into focus."

The Z-Gram highlighted more than the haircut irritant. It is the most comprehensive step-by-step outline of Navy racial policy yet. This most far-reaching directive established special assistants for minority affairs for each commanding officer.

Minority affairs advisors to local commanding officers, it is hoped, will be able to pinpoint areas in which minority groups feel discrimination exists.





Minority Affairs Assistant LTJG Don M. Johnson believes that to solve some of the Navy's problems, the black individuals have to get involved.

Chief Aviation Structural Mechanic Jim Spain has been named the NAS Moffet Field Minority Affairs Officer. Spain has worked in a similar capacity with VP 42.



Introducing Your Minority Affairs Specialists

"EVERY BASE, STATION AND AIRCRAFT squadron commander and ship commanding officer shall appoint an aware minority group officer or senior petty officer as his special assistant for minority affairs," directed Admiral Zumwalt's NAVOP Z-66.

He felt this was necessary in order to "open up new avenues of communication with not only our black personnel, but also with all minority groups in the Navy so that we may learn what and where the areas of friction are. Second, all of us in the Navy must develop far greater sensitivity to the problems of all our minority groups so that we may more effectively go about solving them . . . Much remains to be done."

Since that message was received in February, commands have appointed and begun consulting their special assistants. Much of the work accomplished by LCDR William Norman, special assistant to the CNO,

Black History

THE ROLE OF MINORITY GROUPS in the making of America has been called "the forgotten heritage." To help servicemen remember, the Armed Forces Institute (USAFI) is now offering a correspondence course in Negro history, and Navy libraries all over the world recently celebrated Negro History Week.

The 15-lesson USAFI course closely parallels Negro history courses offered at many colleges and universities. It emphasizes African backgrounds, slavery and the slave trade, abolition and reconstruction, the Afro-Americans in the North and South, and the civil rights movement. USAFI officials say the course "... seeks to keep the Negro in focus as a constant participant in U. S. history, recounting his relationship to the mainstream of American history." It should be of interest to all Navymen. See your educational services officer for more information.

NAVY LIBRARIES from Norfolk to Subic Bay celebrated Negro History Week during 7-14 February. The Bureau of Naval Personnel and Navy spaces

At Major Commands

is done with the help of local minority affairs assistants.

"My primary purpose can be summed up as trying to make the black sailor more of an integral part of the Navy," one appointed assistant explained. "That can only be done through an exchange of ideas between black and white Navy men."

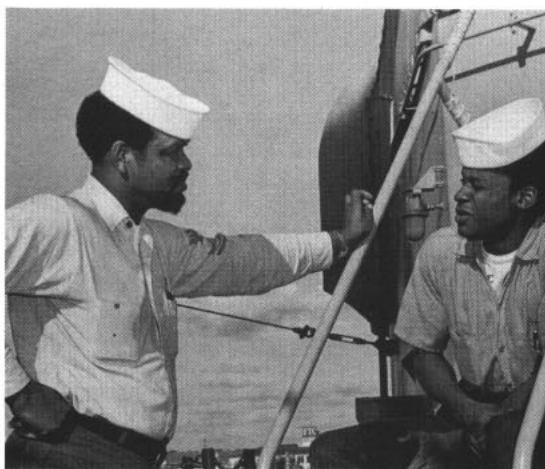
MINORITY AFFAIRS ADVISORS to local COs, it is hoped, will be able to pinpoint areas in which minority groups feel discrimination exists. They will also assist local commands in matters involving minority Navy-men, with an emphasis upon improving morale, performance and career retention.

Another advisor to a Pacific Force commander explained that "in many cases a grievance may simply be the result of a misunderstanding. And, sometimes,



Chief Warrant Officer Philip B. Moaney, Minority Group Officer aboard USS Austin (LPD 4), welcomes the creation of a formal program on minority affairs.

SH1 Samuel Brown, senior enlisted advisor on board the ocean escort USS Lang (DE 1060), talks to one of the crewmen about rights and benefits.



CruDesPac Force SEA Senior Chief Coleman discusses the results of a recent meeting of shipboard enlisted advisors with RADM D. C. Plate, ComCruDesPac.

Courses & Books

in the Pentagon were graced with bulletin boards recounting black Navy heroes and contributions by Afro-Americans to American life and culture. Local libraries Navywide were encouraged to set up similar displays and to distribute brochures and leaflets. That particular week was chosen because it includes the birthdates of both Abraham Lincoln and Frederick C. Douglass, the black abolitionist and author.

In addition, the Library Services Branch of the Bureau of Naval Personnel published a selected bibliography, *"Black History: The American Experience,"* which lists and briefly describes about 300 books of special interest in this field. The first printing was distributed to more than 1000 Navy libraries all over the world, and the Recruiting Service has requested additional copies for use in recruiting stations. The pamphlet has a number of excellent illustrations and thumbnail book reviews. It should be readily available by now at shore stations and ships' libraries. If you find a book in it you would like to read, chances are the librarian will be able to get a copy for you.



Assistants at Major Commands —A Partial Listing

Here is a partial listing of Special Assistants for Minority Affairs at major commands.

CINCLANTFLT (Norfolk, Va.)	CDR Reeves R. Taylor
CINCPACFLT (Pearl Harbor)	YN1 Henry E. Coley
PHIBLANT (Little Creek, Va.)	ENS Henry Nixon, Jr.
PHIBPAC (Coronado, Calif.)	RDC Otis Williams
CINCUSNAVEUR (London, England)	PNC5 Walter A. Smith
MINELANT (Charleston, S. C.)	ENCS Arthur Hurd
MINEPAC (Long Beach, Calif.)	DM2 Benny A. Howard
COMCRUDESANT (Newport, R. I.)	LTJG Don Johnson
COMCRUDESANT (San Diego, Calif.)	YNCS Willie J. Coleman
COMFAIR, QUONSET	AMSC Henry B. Green
COMFAIR, JACKSONVILLE, FLA.	LCDR Jas. M. Jacquet, Jr.
COMFAIR, SAN DIEGO, CALIF.	AC1 Jerome Scott
COMFAIR, NORFOLK, VA.	CDR Elias J. Stetz
COMFAIR, LEMOORE (Calif.)	YNC Domingo J. Pina
NAS ALBANY (Ga.)	LTJG Everett R. Johnson
NAS CUBI POINT	YN1 Clyde L. Corley
SUBASE, NEW LONDON, CONN.	LT Jesse Collins
NAVSTA, WASH., D. C.	HMC Thomas Short
NAVSTA, SAN FRANCISCO	PNC5 William V. Clarke
NAVSTA, NORFOLK	SKCM Orvis T. Wade
NAVSTA, MAYPORT	BMC Harold Frazier
NAVSTA, PHILADELPHIA	YN1 Joseph Brundage
NAVSTA, SAN DIEGO	SDCS Charlie M. Gore
NAVSTA, CHARLESTON	SK1 Harold Fooster
NAVSTA, KEY WEST	SKCS R. C. Tolbert
NAVSTA, ROTA	AT1 Martin L. Rewin
NAVSTA, ADAK	ABFC Joseph L. Williams
NAVSTA, SUBIC BAY	LTJG Mitchell C. Hilton

operational requirements or manpower shortages may preclude a remedy. In any event, however, the *why* is answered."

"Another important fact to consider," he continued, "is that if a man believes he has a grievance, even though it might be illogical, it's still a valid grievance to him. Until you can communicate to him the facts surrounding the situation, his grievance is as real as the frustration and hostility that accompany it."

Rear Admiral J. N. Shaffer, Commander, Cruiser-Destroyer Force, Atlantic, knew whom he wanted when Z-66 came out directing each major commander to appoint a minority affairs assistant. He appointed Lieutenant (jg) Don M. Johnson.

"In order to solve some of the problems, the blacks



Dependents of minority group Navymen will also benefit from new Navy Charter. Shown here are children of Navymen from USS Josephus Daniels (DLG 27).

had to get involved. This is one area where we can't wait for the whites to solve the problem," said LTJG Johnson.

LTJG JOHNSON sees his primary purpose with COMCRUDESANT as getting "ideas on what is needed for individuals to advance in the Navy and to get a better education."

The 29-year-old officer came to his present assignment from the USS *Forrest Sherman*. He has not always been an officer. In 1961, he enlisted from his Detroit, Mich., home and was sent to Radarman "A" School after boot camp. Graduating first in his class, with his "push button" third class crew, LTJG Johnson was assigned duty aboard the destroyer, USS *Joseph P. Kennedy, Jr.*

During the next year and a half, he was advanced to RD2 and then sent to Radarman "B" School. While attending the school, he was notified that his application for the NESEP program was accepted. Naval Prep School at San Diego followed, and then the young officer candidate studied at the University of New Mexico at Albuquerque.

During his two years at school, Mr. Johnson made RD1, and then graduated in June, 1969, with a Bachelor of Science in Electrical Engineering. On 4 Jun 1969, he was commissioned an ensign by his commanding officer on board the *Kennedy*.

Proceeding through the first 10-week NESEP OCS course, Electronic Warfare School, and Air Interceptor Control School, LTJG Johnson was finally assigned "R" Division Officer on the USS *Willis A. Lee* for the last three months before she was decommissioned.

He was transferred to the destroyer *Sherman* as CIC officer, and served there a year before his present position in Newport, R. I.

Many things concern the officer, one of them being the rating system. "There are some ratings in the Navy that appear to be closed to blacks," he said. "It isn't because of racial discrimination by BuPers," he said, "but rather you have to know somebody in the rating to tell you the tricks in making rate or switching to it."

On discrimination, LTJG Johnson states that "not everybody is equal — each individual has a different background, environment, etc., but everybody in the Navy should be given fair treatment. That is what Z-66 is all about."

LTJG Johnson will be traveling to COMCRUDESANT units and ports in the future to talk to the black and white personnel and their COs. "I want to get ideas on what is needed for individuals to advance in the Navy and get a better education."

NOTE: A major portion of the articles appearing in this special report have been prepared by JO3 J. R. Kimmins, USN, following extensive interviews with the Navy officials involved in this program. Kimmins, formerly a writer in the Minority Affairs Branch of CHINFO, is now a staff journalist in BuPers Career Information and Publications Division and has written extensively for ALL HANDS Magazine.

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

THIS IS my first news letter to appear in ALL HANDS. The Bureau of Naval Personnel Career Magazine is a fitting vehicle to pass on the latest developments from Washington, and I will endeavor to keep you posted in future issues in this space. The distribution of "Tides and Currents" in its past form will be discontinued.

OUR NAVY has had an unfortunate history of racial prejudice. Not until after the Second World War were black officers commissioned; and not until after the War were black enlisted men allowed to enlist in ratings other than the steward rating.

The record of what the Navy has done in the arena of racial equality in the past twenty years is optimistic, but much remains to be done.

We have made special efforts to recruit black and other minority group officer candidates. We have actively communicated the Navy's story to inner-city communities, with newspaper, radio and TV, and participation in local events. We have changed certain policies within the Bureau of Personnel to solve racial problems.

Recently, the Navy Charter for Race Relations and Minority Affairs was signed by Admiral Zumwalt. This document sets broad criteria for the Navy to meet, and assigns agencies within the Department of the Navy to meet them.

We have the organization to remedy our past shortcomings, and we must develop the aggressiveness to realize an equitable personnel philosophy toward all the men and women of the Navy.

I hope you will study the information on this subject contained on the preceding pages of this edition of ALL HANDS. You will, I am sure, find it very enlightening.

We have a common cause, the defense of our sea lanes, and we must not allow racial prejudice to interfere with this demanding task.

DURING THE PAST several months, numerous letters have been received from Navymen concerning the subject of leave. Most of these letters express some degree of dissatisfaction with the Navy's leave regulations, and recommend various changes to our existing system. Although there have been some worthwhile suggestions, most seem typical of the old saying, "the grass always looks greener on the other side." I am taking the time to address this subject because I myself am convinced that the Navy's leave regulations are reasonable and in fact quite liberal. I also believe that if we attempt to change them we could easily end up losing more than we gain.

The November 1970 issue of ALL HANDS included a good review of leave and liberty policies, but I would like to discuss a few important points that weren't mentioned in the article. As a matter of background information, our leave regulations are based on law, the "Armed Forces Leave Act of 1946," to be specific, and legislation and Congressional approval would be required to change this law. It has been updated twice since 1946, each time to the good of military personnel. However, in recent years there has been an increasing

sensitivity on the part of Congress towards all of the armed services' policies on time off, both leave and liberty, and any further changes at this time are highly unlikely.

A majority of the letters we receive recommend changing to another system. The civil service system, where weekends and holidays are not counted as leave, is the one most often mentioned. I certainly agree that the idea of not counting weekends and holidays is, by itself, an appealing thought.

However, I also feel that, all things considered, the military and civil service policies should rightfully remain separate and unrelated due to the basic differences in their missions and requirements. Consider the following facts: Civil service has a strict eight-hour work day; its members are paid by the hour; and leave is earned and taken by the hour. The Navy has a 24-hour work/duty day; Navy personnel are paid by the day (based on a 30-day month); and leave is earned and taken by the day. Civil servants can accumulate 240 hours (30 days) of leave, but Navy personnel can accumulate 60 days. Civil servants are charged leave for any time off during the working day to care for personal matters, but Navy personnel are generally covered by "special liberty." The majority of civil servants, with 3-15 years' service, can earn 20 days of leave each year, but all Navy personnel earn 30 days. More significantly, civil servants with under 3 years' service earn only 13 days of leave each year. While a shift to the civil service system would allow weekends and holidays not to be counted as leave, it would also result in the majority of Navymen being hurt, since 60 per cent have under 3 years' service.

Another popular recommendation is to increase the maximum number of days' leave that are allowed to accumulate on the books. Again, this looks good at first, but there is a strong money factor involved. Increasing the number of days on the books would mean increasing the number of days that could be "sold back" at separation or reenlistment. As it is, it will cost the Navy about \$95 million this fiscal year just for leave "sold back." Not only are we fortunate to be able to sell back leave at all, but this could indicate that we might not need all the leave that is now allowed!

The real answer, it seems to me, is to maintain an atmosphere throughout the Navy where leave-taking is possible, so that each and every man has the opportunity to take 30 days of leave each year if he desires. Reaching this goal is a continuing effort here in BuPers, and I know I have the full support of the Chief of Naval Operations and the Secretary of the Navy.

I appreciate the letters, ideas, and recommendations we have received concerning leave, and I hope my comments have cleared up some of the previously unanswered questions.

A handwritten signature in dark ink, appearing to read "D. H. Guinn".

EACH YEAR, NAVY, INDUSTRIAL AND UNIVERSITY laboratories expend considerable brainpower to develop systems for the Navy's future use. In a very real sense, therefore, the Navy's Research and Development Program can be used as a kind of crystal ball which reflects the shape of U. S. naval futures.

The Navy's research program can be divided into two sections. The first could be termed independent research which is done by Navy laboratories. This work maintains the Navy's ability to assess and advance the technologies it needs to carry out its missions.

The second part of naval research is accomplished for the Defense Research Science Program which deals in areas of physical, engineering, environmental, biomedical and behavioral sciences.

Research done under this program is not confined to naval laboratories, but also takes place in industrial and university labs. Such work is planned to produce new knowledge in scientific disciplines which will improve naval operations and capabilities.

THERE CAN BE NO DOUBT that today's naval research becomes tomorrow's reality. Each year, a number of patents are granted on the products of the Navy's research and the results of past work are now apparent in many facets of naval operations. For example, some recent accomplishments include:

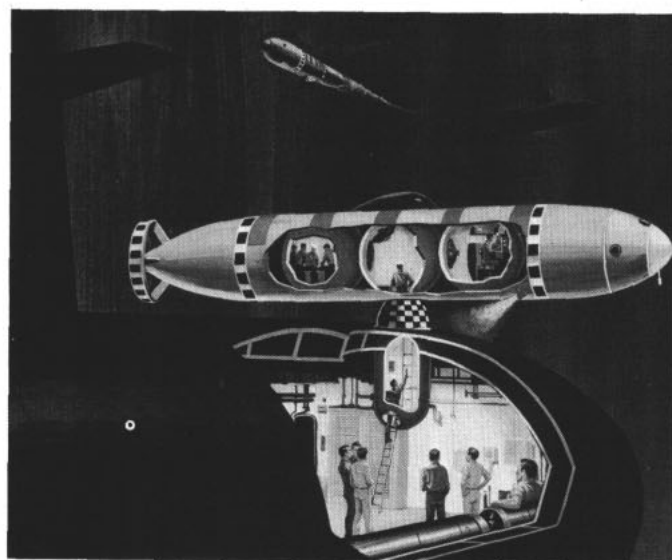
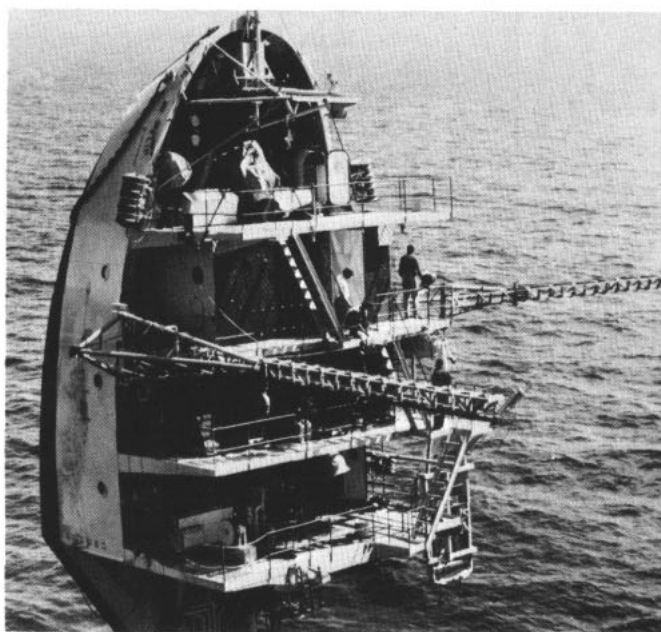
- Special additives which result in more powerful solid and liquid propellants; decreased radar interference caused by solid rocket motor exhaust; new kinds of batteries for meeting special Navy needs and a system for closed-cycle electricity production.

- The first large-scale refrigerator to operate continuously below minus 457 degrees Fahrenheit — too cold for storing food, but great for use in developing reliable electronic systems for the future.

- A better understanding of what causes failure in Navy hulls which are subjected to great pressure. Such research translates itself into stronger submarines.

- Completion of the interagency cooperative project called Tektite I which produced valuable information about man's ability to live for 60 days in an underwater habitat.

- Collection of considerable information on limits to



A Page from the Navy's Future

a Navyman's ability to function efficiently. Also under continued consideration is the improvement of methods for diagnosing, treating and preventing diseases in combat areas as well as the prevention of biological deterioration of equipment and material.

- Development of the Navy Arctic Research Laboratory at Point Barrow, Alaska, to meet the growing importance of the Arctic to the nation and the Navy. The lab supports research in the Arctic Ocean and operates ice island research sites.

- Collection of considerable information on ocean currents, velocity, temperature and pressure. Such information is required to understand long-range sound propagation.

The last item, of course, is in the province of oceanography, which is an important facet of naval research and development.

In fact, about 20 per cent of the Defense Research Science budget goes toward the support of the Navy's Oceanographic Research Program. But more on oceanography later. Here is a brief rundown on Navy Research and Development projects which can be counted upon to alter the shape of the Navy's future.

Air Warfare

THE DEFINITION OF AIR WARFARE RESEARCH is more or less self-explanatory. It includes aircraft and many air-launched weapons but excludes ASW. Its purpose is to improve the air combat offensive and defensive capability of the U. S. fleets.

This, researchers believe, is to be accomplished through providing, among other things, more effective aircraft, better acquisition and fire control systems and air-launched missiles. It takes no imagination at all to know that this is a big order. The various Navy Research and Development organizations have several

programs underway to maintain U. S. air superiority. The major efforts are being directed toward:

- The F-14A, which is to be a high performance fighter plane equipped with long and short range, multiple-shot, air-to-air missile systems. This year is expected to see evaluation of both the plane and its weapons systems.

- The E-2C — a carrier-based AEW and tactical control aircraft with both interceptor and strike control capability. It will complement the F-14A in providing Fleet air defense, early warning and threat evaluation. Prototypes are expected to be flight-tested during the next year.

- The EA-6B is a carrier-based electronic warfare aircraft equipped with electronic countermeasures and tactical jamming equipment. Work is continuing on this plane.

- The F-14B engine program exists for the purpose of making the most of the F-14A's air superiority-fighter capability. The new engine will have about 40 per cent more thrust and 25 per cent less weight than the TF-30 engine in the F-14A.

- *Harpoon* is an anti-ship missile in the beginning stages of development. Launched either from aircraft or ships, it will be an effective weapon against enemy surface ships and surfaced submarines.

Surface Warfare

ON THE SURFACE WARFARE FRONT, Navy research and development is looking toward making weapons and ships available which will shape United States surface forces in the latter years of this decade and beyond.

New areas of research in this category will include area and point defense missile systems and new gun ordnance. New hulls and new propulsion principles will embody the advantages and advances made in shipbuilding technology.

The big research project which will profoundly influence the Navy late in this decade is *Aegis*, an advanced surface missile system.

It will feature a combination AAW/ASW guided missile launching system and a modification of the existing Standard Missile.

Demonstrations are scheduled this year aboard USS *Norton Sound* (AVM 1). If these are successful,

(Top) The Navy's Floating Instrument Platform (FLIP) flips from a horizontal to a vertical position to provide a stable platform at sea from which scientists can conduct oceanographic research. (Center and bottom) The New DSRV-1 rides piggyback and submerged aboard a nuclear sub to the site of a submarine disaster. She then detaches herself and settles over the hatch of the stricken boat, permitting the crew to transfer from the wreck to the rescue vehicle.

A Page from the Navy's Future

Navy men can expect to see the system installed in new ships that will join the fleet late in 1976 and beyond.

In the meantime, the *Terrier*, *Tartar* and *Talos* missile systems will be upgraded. Considerable effort will also be expended on the development and testing of night surveillance equipment, a shipboard imaging system and low light television systems.

The development of a multithousand-ton surface effects ship became a primarily Navy-oriented program during FY 1971. Surface effects ships will travel on a cushion of air and have a very high speed. They could revolutionize naval warfare.

Strategic Warfare

THERE IS ONLY ONE FUNCTIONAL area in strategic warfare research and development and that is the Sea-based Strategic Systems which include FBM Systems, FBM command and control, and the Undersea Long Range Missile System (ULMS) none of which are new projects.

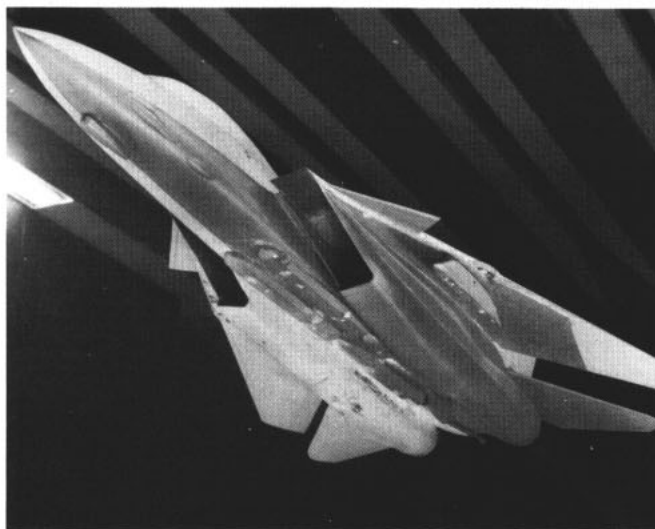
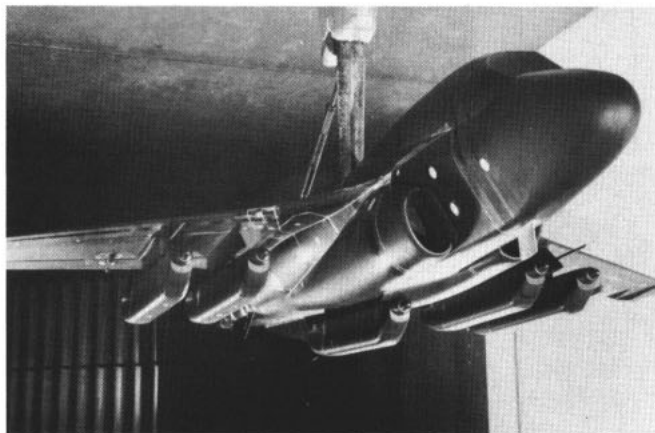
Major attention was scheduled for ULMS engineering studies as well as in SSBN defense. The ULMS Program involves the development of a more efficient, survivable sea-based strategic offensive system which can launch ballistic missiles from improved design and quieter submarines.

Antisubmarine Warfare

ANTISUBMARINE WARFARE RESEARCH and exploratory development is directed largely toward two areas — the development of the S-3A carrier-based ASW aircraft and the development of better acoustic sensors for all ASW platforms.

The S-3A (for which the contract was awarded in 1969) is expected to have greatly increased ASW capabilities as compared to the S-2 and will have an engine which will give it nearly the same endurance

Naval Research and development efforts extend from the ocean floor (Textite I) (bottom) to the air with development of carrier-based EA-6B (top) and the F-14A (center) high performance fighter plane.



at sea level as at higher altitudes, thereby increasing the plane's tactical flexibility.

To improve the sensors of air antisubmarine warfare, the Navy has begun development of an advanced acoustic research sensor system. Primary efforts will be directed toward obtaining an improved sonobuoy.

Oceanographic Program

AS MENTIONED EARLIER, the Navy Oceanographic Program consumes a considerable portion of the research and development budget, largely because of the initial cost and the expense involved in operation of research vessels which are now replacing the fleet of make-do ships used earlier.

Underwater sound continues to be an essential sensor technique in undersea warfare and over half of the Navy Ocean Science Program is devoted to the environment's influence on it.

During the past decade, oceanographic work was largely exploratory. Now, however, the Navy is reaching the payoff point which, in environmental sciences, is often the ability to predict future conditions — an extremely important capability when related to ASW system performance, ship routing and ice prediction.

This predictive capability provides a basis for better design of experiments and provides spinoff support to such national goals as pollution control, enhancement of fisheries and the protection of coastal facilities.

The Deep Submergence Rescue Vehicle which is being tested this year would have been impossible without ocean research. The same might be said of the continuing development of new structural and buoyancy materials, power, vehicle control, life support systems and other deep ocean technology.

Space, Electronics, Communications

RESearch in the Navy's SPACE PROGRAM (or Military Astronautics as it is more properly called) is directed toward improving the Navy's capabilities in satellite communications and navigation.

During the current fiscal year, the Navy intends to expedite development of reliable shipboard communication terminals capable of linking ships at sea with each other and with shore facilities through both the Defense Communications Satellite System and the Tactical Communication Satellites.

SAMID (which stands for Ship Anti-Missile Integrated Defense) is the subject of major research in the Shipboard Electronic Warfare field.

The SAMID Program was established to integrate electronics systems into a total ship system responsive to the command and control organization.

Airborne Electronic Warfare projects are directed toward making Navy attack and fighter planes self-protective. They are also aimed at the development of information-gathering systems that will lead to a still greater protective capability.

ATTENTION IS ALSO BEING GIVEN to Airborne Electronic Warfare Jamming and Deception efforts. These include improved electronic warfare countermeasures systems for Navy attack fighter and reconnaissance planes.

Also important are Communications Traffic Management and System Control facilities which are being developed, assembled and tested for installation in USS *Nimitz* (CVAN 68).

These facilities will consist of a message processing and distribution system and a Facilities Control System. Digital processors will assist human operators in the control of the ship's communication system and help handle radio traffic through the application of on-line data processing techniques.

The major emphasis in the Command and Control Program, however, is toward exploitation of digital computer technology to provide naval commanders with more comprehensive and timely decision information and reduce reaction time through automated processing and exchange of information.

A number of analog and digital data systems are being developed to meet the increased demands on available communication channels for all kinds of message traffic.

THESE, OF COURSE, are only a few of the hundreds of projects which are now in various stages of research and development as well as in test and evaluation.

In all its efforts, the Navy's Research and Development laboratories and those on campuses and in industrial facilities endeavor to anticipate future challenges. In this way, the Navy can keep abreast of the present and actually go out and meet the future.

A WORD FROM THE WISE --

Pay Yourself First



Yeoman 2nd Class Jack Rickerson—"I'm saving for my children's sake with a regular allotment for bonds. I plan to reinvest them as they mature; by the time my kids are old enough for college, they'll have quite a sum."



Personnelman 3rd Class Margaret Miller—"I've been buying bonds since I enlisted, because I believe in planning for the future. Someday I'll have a family; any money I save now will be awfully useful then. And it's such an easy way to save."



PAY YOURSELF FIRST WITH BONDS. That, or something similar, is what your command's 1971 savings bond chairman will be telling you sometime during the next few months. The Navy encourages thrift all year 'round, of course, but from 19 April to 18 June it will be making a special effort to help Navymen help themselves by establishing the savings habit.

The easiest way to begin a regular savings program is to take out a savings bond allotment at your disbursing office—as little as \$6.25 per month will get you

started. Financially, savings bonds are a better buy than ever before; rates were recently raised so that series E bonds now pay 5½ per cent, when held to maturity at five years and 10 months. They continue to earn at that same high rate of interest for as long as you hold on to them after that. Before maturity, interest rates increase gradually from about four per cent the first year.

The Special Assistant for Savings Bonds in the Department of the Navy, Commander William Tarbox,

"This year we are urging all Navy personnel to establish a savings or thrift program of some kind. The method of saving—whether by bonds, 10 per cent deposit program when eligible, savings accounts or credit unions—is of no matter as long as the Navy man or woman is able to save some part of his pay and thus establish a savings habit, so that at some future date, he will have the means to meet an emergency, purchase something he or his family desires, or continue his or his children's education.

• **Plan One:** Purchase series E bonds in your child's name as owner, with a parent as beneficiary (not co-owner). At the end of the first year, file a federal income tax return in the child's name, listing bond interest as income to the child. This establishes legal "intent" and no further returns need be filed as long



"We are hoping for a successful 1971 campaign, not just to make our charts look better, but to increase the number of Navy people who are saving part of their pay and thus establishing a degree of financial independence for themselves."

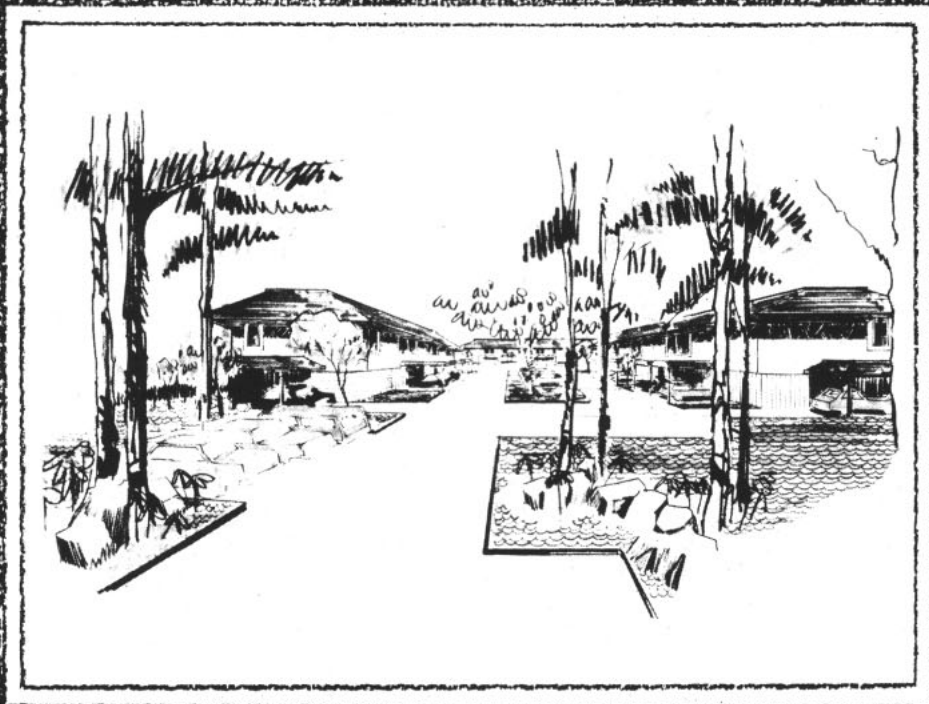
INTEREST ON U. S. SAVINGS BONDS is exempt from all state and local income taxes, but it is subject to federal income tax. However, you can defer reporting

• **Plan Two:** Purchase series E bonds in your child's name with a parent as beneficiary (not co-owner). Wait to file a federal income tax return until the child begins to cash the bonds for college expenses. A return would then be filed by the child each year, reporting the full amount of interest on redeemed bonds as income. Under the Tax Reform Act, no tax is due and no return need be filed, as long as the child's total income is less than \$1700 for 1971 and 1972, and less than \$1750 for 1973 and thereafter. Co-ownership form of registration may be used only if the child's funds are used to purchase the bonds.



Master Chief Gunner's Mate Delbert D. Black, Master Chief Petty Officer of the Navy—"You could talk all day about the advantages of savings bonds; I've been saving

Captain H. A. Riedl—"The new 5½ percent interest rate means that U. S. savings bonds are now earning interest that is competitive with that paid by credit unions and savings accounts. That, and the tax break you get on them, has convinced me to increase my bond allotment."



NAVY FAMILY HOUSING

THERE IS SOMETHING COOKING IN FAMILY HOUSING and it's more than a Navyman's supper. That which is bubbling merrily on the stove's front burner has a single purpose—to put an adequate roof over every Navy family.

There are five means of bringing this about, and logically enough, it is called the Navy's Five-Point Housing Program. Here's what it's all about:

The Navy is aiming at a 5000-unit annual construction program, and since FY 1970, has been gradually working up to that figure.

During fiscal years 1969 and 1970, for example, 2570 new units were authorized and funded by the Congress. For this fiscal year, 3700 units have been authorized and the plan for the fiscal year beginning 1 Jul 1971 calls for 4254 units.

As almost every Navyman knows, housing in some communities costs more than it does in others. Heretofore, the premise has been, so far as pay and allow-

ances for housing are concerned, that losses here will be offset by gains there. In other words, the inequities will all come out in the wash.

During recent years, however, the increase in housing costs within the continental United States has become so great that this assumption no longer is valid.

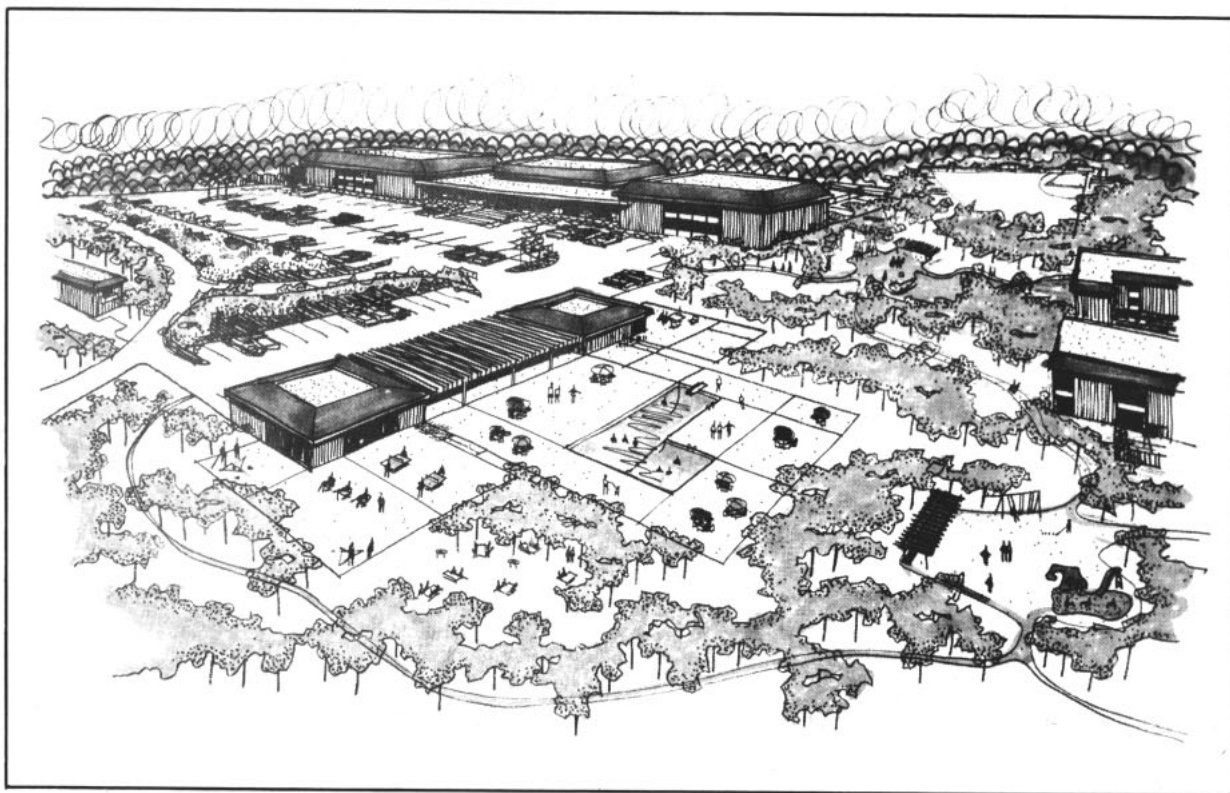
The Navy seeks to remedy the disparity between housing costs in some localities and the compensation which Navy men receive by establishing a variable housing allowance within the continental United States similar to that granted to Navy men who serve overseas.

BASED UPON A NAVY RECOMMENDATION, the Department of Defense currently has under consideration the establishment of an allowance which would provide housing allowances adjusted by the various area differentials in housing rental costs.

The Navy's housing picture has been somewhat eased by another of the Navy's five points.

Legislation has been passed by the Congress and signed by the President which authorizes the Department of Housing and Urban Development to give pri-

Facing page: Prototype housing cluster for enlisted personnel at Murphy Canyon Heights Naval Complex near San Diego. Below: School and recreation center at Murphy Canyon Heights.



NAVY FAMILY HOUSING

ority to the military in selected projects of HUD's subsidized family housing programs.

During this fiscal year, for example, the Department of Housing and Urban Development has agreed to spend subsidy funds for 4000 housing units, 2000 of which are scheduled for occupancy by Navy families.

In places where there are houses in the civilian community which Navy families cannot afford to rent, one approach has been to lease them as Navy quarters.

This program has been on the increase. To be specific, 2500 units were authorized for the current

Below left: The architect recommends a neighborhood commissary service building which would house laundry and dry-cleaning facilities, barber and beauty shops, and a gas station. Center: The areas between the housing clusters will allow for private patios. Right: Prototype housing cluster for officers.

fiscal year, which was an increase of 660 units over fiscal year 1970. The number requested by the Navy for FY 1972 is 4144 units.

The last proposal by the Navy would make use of private funds for construction and provide for installment payments by the government to liquidate the indebtedness over a period of years.

In October 1970, the Office of the Secretary of Defense suggested to the Office of Management and Budget that 4500 units be obtained in this manner. This concept has not yet been approved.

The Navy also has plans for providing more parking space for Navymen who own mobile homes. In fact, within two years the present number of 1300 mobile home spaces is scheduled to be more than doubled.

PLANS CALL FOR BOTH RENOVATION OF OLD PARKS and establishment of new ones. New designs call for fan-shaped parks which provide sufficient space to permit mobile homes to be moved without inconveniencing any of their neighbors.

The mobile homes will be arranged in small groups, each of which will have its own storage facilities and ensure a maximum of privacy. Central laundry facilities will be provided for tenants of the park.

A total of 606 new pads are now under construction by Navy Seabees as part of the self-help program. These new pads will be available at the following



activities at various locations in the United States:

- NAS Miramar (108)
- NAS Quonset Point (67)
- PWC Newport (40)
- NAS Oceana (96)
- CBS Gulfport (33)
- MCB Camp Pendleton (75)
- PWC Great Lakes (96)
- NSB New London (56)
- PWC Pensacola (35)

An additional 210 new pads will soon be constructed as follows: NAS Jacksonville (35), NAS Memphis (50), NAS Cecil Field (30), NS Charleston (75) and NAS Chase Field (20).

A request for 1500 more spaces is also included in the forthcoming fiscal year 1972 legislative program.

The Navy is also seeking to improve the quality and esthetics of new housing projects by using the "turn-key" method of construction. Murphy Canyon Heights near San Diego is one of the new housing complexes which will be constructed by this method.

RATHER THAN PROVIDING DETAILED PLANS and specifications, the Navy will request contractors to submit design construction proposals suitable to the area from a cost and habitability standpoint.

The first increment in this complex will consist of

700 enlisted and 200 officer housing units. Housing types, architectural treatment and project layout will be suggested by each proposer.

Master planning for the Murphy Canyon site envisions a completely integrated community which will contain approximately 2600 housing units and necessary community support facilities. When completed, the complex will house over 10,000 people.

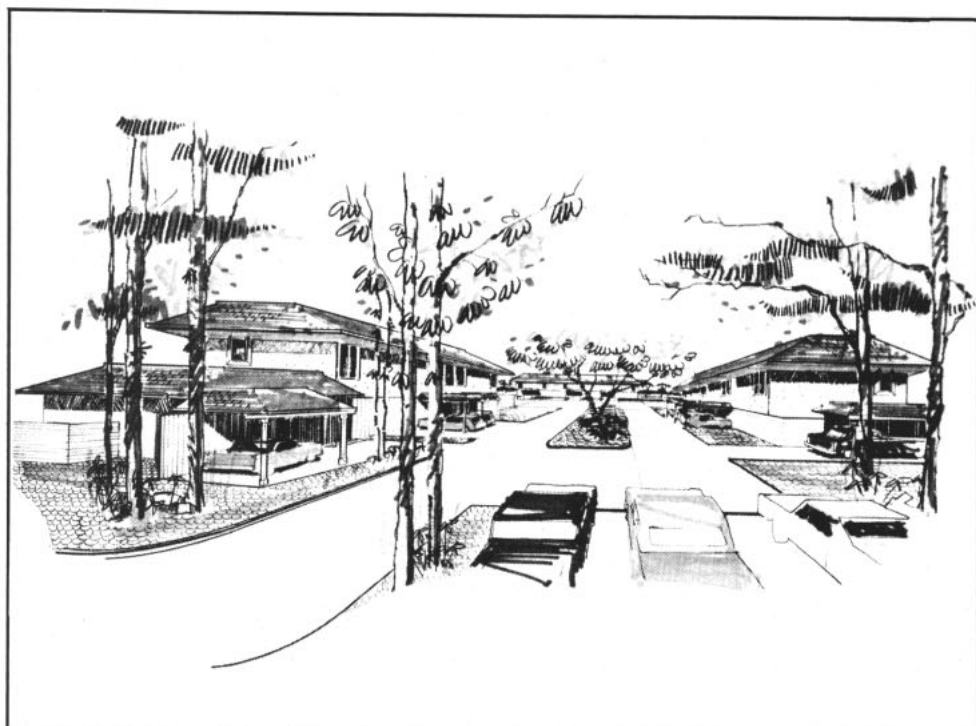
The planning concept also aims at providing a network of greenways and pedestrian walks which lead to open spaces, quiet areas, tot lots and a variety of active recreational facilities.

Sufficient land areas are being reserved for construction of four elementary schools. Sites are also being acquired by the local school district for additional elementary schools, one junior high school and a senior high school.

RECREATIONAL FACILITIES are immediately available in the Navy Mission Gorge recreation area and public beaches are within 15 minutes' driving time of the site.

The nearby communities of Mission Valley and Clairemont contain all major commercial facilities necessary for the support of the Navy complex.

Thus, the Navy is pursuing its multifaceted execution plan in an aggressive way to make Navy family life an even greater career inducement. —Bob Neil





From the top: Harvey Hall dedicated near San Diego. (2) EM Club rises at Guantanamo Bay. (3) Guantanamo Bay's Gold Hill Complex. (4) New BOQ at Guantanamo Bay. (5) Game and reading rooms at Gold Hill.



THE BUILDING BOOM HASN'T SLOWED DOWN a bit since our last report on bachelor and family housing, in the September 1970 issue of *ALL HANDS*. As housing officials promised then, most of the new projects have emphasized comfort and "livability," and have gotten away from the old concept of a "barracks."

Instead, the Navywide program is aimed at creating attractive, convenient homes for Navymen. Whenever possible, within funding limits, chiefs will have private rooms, 1st and 2nd class petty officers will share two-man rooms, and lower pay grades will share three-man rooms.

In January, the Department of the Navy announced that architects and engineers were at work on a prototype design for enlisted quarters. Officials said such a prototype, which could be adapted to local needs and conditions, would provide significant advantages. Economically, adopting such a standard design is expected to yield savings in time and money. These savings can be used to make new quarters even more comfortable and convenient.

The first bachelor enlisted quarters (BEQ) to be built on the basis of the new prototype design will be a 558-man quarters at the naval air station in Corpus Christi.

HERE'S A SAMPLING of other new projects underway or completed in recent months:

- The new Gold Hill Complex at Guantanamo Bay, Cuba, was completed in January. The immense new BEQ houses 1340 men. Every room has individual air-conditioning, separately controlled lighting fixtures and large wardrobes. A two-way intercom system connects each room with the buildings' main office, providing for easy transmittal of messages and telephone calls.

The complex also features two split-level recreation rooms. Elevated reading areas overlook pool tables, equipment for table tennis and shuffleboard, and tables for chess and checkers.

Another new housing unit at Guantanamo Bay, this one for bachelor officers, was completed a few months earlier, in November. The new BOQ houses 160 officers in individual rooms.

Building Boom

BEQs & BOQs

●At the same naval station, Seabees from Mobile Construction Battalion 71 are hard at work on a new enlisted men's club. Construction got underway officially last 16 September, when two shovelfuls of concrete were dropped into the wall forms. Before the ceremony, initial surveying, filling and grading of the area had been completed; underslab plumbing installed; and the reinforced concrete foundations poured. The project was giving a 56-man Seabee crew the chance to show off sophisticated building skills under peaceful conditions.

●At Roosevelt Roads Naval Station in Puerto Rico, construction began in late October on a new fully air-conditioned BEQ, authorized for 824-man occupancy. The new quarters will be located on 18 acres of land overlooking the Caribbean.

The three-story buildings will be divided into modules of six sleeping rooms. Each module will have its own central lounge, laundry and restroom facilities. The new quarters are designed to meet the Navy goal for occupancy, and can provide private rooms for chiefs, two-man rooms for 1st and 2nd class petty officers, and three-man rooms for Navymen in lower pay grades.

Completion date for the project is set for March 1972.

●In Great Lakes, the second of four new buildings planned for the Hospital Corps School—this one an enlisted WAVES' quarters—opened in late September. The building houses 183 Navywomen, three to a room. All the rooms are furnished with built-in clothes closets, drapes, bedspreads and area carpets. A large central lounge and laundry facilities are located on the first floor; upstairs are reception and TV lounges.

●On the West Coast, Harvey Hall, a new submarine officers' quarters at Ballast Point near San Diego, was dedicated a few weeks earlier. The BOQ is named after Lieutenant Commander John Harvey, former commanding officer of the ill-fated *USS Thresher* (SSN 593).

●At Mare Island in early September, five BEQs were dedicated to the memory of five Navy enlisted men. Two of the buildings were brand-new: Halford and Benfold Halls. They each house 375 students from the naval schools command, with an average of three men to a room. They feature recreation and reading rooms, lounges for TV and visitors, vending machines, and laundry facilities conveniently located on each of the three floors. Landscaping is underway and will include a 200-car parking lot, volleyball courts and tennis courts.

HALFORD HALL WAS DEDICATED to the memory of a Navyman from Vallejo, William Halford, who

completed an 1800-mile mission in an open boat almost 100 years ago. Benfold Hall is named after Hospital Corpsman 3rd Class Edward Benfold, who was mortally wounded in the Korean conflict.

The three older BEQs were dedicated in honor of three Navymen who lost their lives in Southeast Asia: Chief Quartermaster William Thompson, Radioman 2nd Class Terrence Freund, and Chief Boatswain's Mate Quincy Truett.

—JO2 Jim Shields



From the top: Four-man room at Gold Hill BEQ. (2) Navymen relax in Vieques Island BEQ. (3) Room in Guantanamo Bay BOQ.

● NEW WORKING UNIFORM AVAILABLE SOON

Starting this month, the Navy is issuing the new enlisted working blue uniform to recruits. And beginning on 1 July, as stocks become available, three sets of the new uniform will be provided at no individual cost to all 1st class petty officers and below, with more than one year of obligated service remaining as of that date. Because of the large stocks required, delivery of the new uniform will not be completed until June 1972. But voluntary purchase is authorized immediately for those who wish to buy new uniforms at their own expense. The old dungaree uniform may still be purchased and worn until 30 Jun 1973, but individuals may not wear items of one uniform with the other. See NavOp Z-77 (27 Feb 71).

The new working blue uniform presents a better appearance, lasts longer and dries faster than the old. It also has greater flash fire protection qualities. The workshirt, available in long or short sleeves, is a pullover design with a roll-type collar. The trousers are cut like those for officers, with a zipper, angle-cut front pockets and no bell bottoms. For details, see ALL HANDS, Jan 70, p. 45.

● CUT BACK ON EARLY OUTS

Beginning with Navymen whose EAOS is in September, most enlisted men scheduled for release from active duty this year will be eligible for two months' early separation rather than three. The general three-month early release program will be continued for Navymen whose EAOS occurs in July and August, making them eligible for separation in April and May, respectively. But those whose EAOS is in September will be separated in July, if they desire. To ensure better medical services for Navymen and their families, petty officers and strikers in the ratings of hospital corpsmen and dental technician will not be eligible for early release under the program's latest phase. NavOp 39 (1 Mar 71) also announces that six-month early releases for selected ratings will not be continued beyond separation of those already authorized.

● OFFICER SPOT PROMOTIONS EXPANDED

Eligibility for spot promotions has been expanded to include staff corps, restricted line, special duty and limited duty officers. In certain cases, spot promotions may now also be made effective upon detachment from current permanent duty stations. This will permit some officers to receive training and travel to new duty stations in the higher grade, if this is determined to be in the best interests of the Navy. This will probably be afforded primarily to volunteers ordered to billets in the Vietnamese theater.

LTJGs with one year in grade, LTs with two years, and LCDRs with three years are now eligible for temporary spot promotions, by virtue of their assignment to billets for which a higher grade is authorized. A qualifying period of three months in the new billet, and one year

of remaining service in it, will normally be required for such spot promotions, except in the case of officers whose names have already appeared on promotion lists, or who have been ordered to qualifying billets specified as one-year unaccompanied tours. See SecNav Instruction 1421.3B (12 Feb 71) for further information.

• BELOW ZONE SELECTIONS TO CWO-3, CWO-4

As a result of vigorous support by the Secretary of the Navy, a decision has been made to set up a 15 per cent below zone selection opportunity to the two highest warrant officer grades. The new procedure will recognize high performance by allowing an officer who is early selected to be promoted two years earlier than previous regulations allowed; if early selected twice in succession, he would be eligible for temporary promotion to CWO-4 after six years' total warrant service. Officers selected early will be in addition to those promoted in due course. See NavOp 31 (20 Feb 71).

• 25 YEARS OF SERVICE WITH SAVINGS

The Navy Resale System is celebrating its 25th anniversary this month with worldwide festivities in Navy exchanges and commissaries. From 15-24 April, there'll be music, contests, prizes and refreshments and more than 100 items of merchandise will be offered at savings of 15-35 per cent below regular exchange prices. Special values will be found in every department. Complete details of planned celebration events will be provided by your local exchange and commissary store.

• COMBAT TO BE DOCUMENTED IN FITNESS REPORTS

To afford appropriate recognition for "actual performance under wartime conditions," the Chief of Naval Operations has announced a new policy, whereby combat duty will be fully documented in officers' records. The basic fitness report instruction is being modified to require an entry showing the number of days during the reporting period in which the individual served in a combat area. Previous combat tours will also be documented retroactively, according to NavOp 33 (25 Feb 71). The new procedure will help promotion boards to give due consideration to combat service, "in order that those officers who have distinguished themselves in this demanding professional endeavor may be properly recognized."

• NEW QUALS FOR AQs, ATs

With the disestablishment of the AQB, AQF, ATN and ATR service ratings, effective last month, qualifications for advancement for the general ratings of Aviation Fire Control Technician (AQ) and Aviation Electronics Technician (AT) have been revised. The new quals will be the basis for the August 1971 exams, so don't waste your time studying

the old ones. Be sure you're using Change 6 to the Quals Manual (NavPers 18068B), which also includes clarification on performance tests for radiomen and communications yeomen, and other editorial revisions.

● ANOTHER REASON TO GO RECRUITER

Navy recruit canvassers are among the first to benefit from a new category of special pay, Special Duty Assignment (Proficiency Pay). Effective on 1 Jan 1971, Navymen who are fully qualified in accordance with NavOp 23 (12 Feb 71), and who are filling authorized billets as recruit canvassers in the Navy Recruiting Service, are eligible to receive \$50 extra per month, rather than the \$30 per month they were entitled to under previous directives. Eligibility requirements for special duty assignment pay do not include six months on the job; qualified Navymen may begin drawing the extra pay as soon as they've completed special schooling or equivalent on-the-job training. For the whole story on the Navy Recruiting Service, and the possible benefits for you, see ALL HANDS, Dec 70, p.2.

● OUTSTANDING RECRUITER AWARDS

To provide official recognition of the dedication, skill, professionalism and importance of the Navy recruiter, the Chief of Naval Operations has announced a Navy-wide awards system for especially outstanding enlisted recruiters. Under the system, recruiters of the year will be selected at the district and area level--a common practice in the past. From among the eight area winners, the Chief of Naval Personnel will then select a Navy Recruiter of the Year. Certificates and other awards will be presented to winners at every level; in addition, the Navy-wide winner will be granted a one-year tour extension, if he so desires. With the boost in special duty assignment pay (see above), Navy recruit-canvassers are now getting more money and greater recognition than ever before.

● DETAILER FOR HM, DT RATINGS

The detailing function and detailers, previously located in the Bureau of Medicine and Surgery, have been relocated in the Bureau of Naval Personnel. Pers-B2154 has been established as the HM/DT rating control section. Field units and Navymen may contact their detailers at the following phone numbers: Commercial, OX4-1967, OX4-8469; Autovon, dial 22 plus last five digits.

● PRESIDENT PROPOSES VOLUNTEER INCENTIVES

In his efforts to end the draft and attain an all-volunteer armed forces, President Nixon has submitted legislative proposals to the new Congress--including a proposed pay raise to increase base pay for

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recruits by 50 per cent, and for men with under two years' service by an average of 36 per cent. The President's proposals include:

- Investment of an additional \$1.5 billion to make military service more attractive to prospective members--most of the money to go toward the proposed pay raise.

- Increases in quarters allowances, especially for junior enlisted men.

- Expansion of efforts in such fields as recruiting, medical scholarships, ROTC and housing, in order to enhance the quality of military life.

- Support for recent efforts to emphasize the individual and his personal needs.

- Special pay incentives to attract more volunteers into specialized combat skills.

- Directions to the Secretary of Defense to recommend such further additions to military pay and benefits as may be necessary to make the financial rewards of military service fully competitive with those of civilian employment.

● SHORE DUTY IN HAWAII

Not enough qualified enlisted Navymen have indicated a desire for shore duty in Hawaii. In many cases they may have hesitated to do so because they suspected high living costs and long waiting lists there; the cost of living does equal or exceed that in most areas of CONUS, but a compensatory cost of living allowance was recently authorized. In addition, PO3s over four, and above, with dependents who reside in private housing on Oahu are entitled to a special housing allowance, in addition to BAQ, of \$3.00-3.40 per day.

Government quarters are also available; for POs and below, the current waiting time is 2-4 1/2 months. CPOs may have to wait longer for smaller apartments, but those with four bedrooms are currently available within 2-3 months. Concurrent travel of dependents is authorized, and so is a temporary lodging allowance for up to 60 days while you're waiting for permanent housing. Local exchanges and commissaries are well stocked; schools and recreational opportunities are excellent. Normal shore tour is 36 months. All you have to do is indicate a preference for Hawaii on your Seavey rotation data card, or your duty history and preference card; chances are good you'll get your preference.

● NEW HOURS AT NAVY FINANCE CENTER

Last September Navy Finance Center in Cleveland, Ohio, set up extended telephone service to handle urgent queries from Fleet disbursing offices outside of regular working hours. (See ALL HANDS, Oct 70, p. 26.) Based upon usage rates during this test period, new hours of phone service at NFC have been set up permanently: 0800 to 2000 Monday through Friday, and 0800 to 1645 Saturday, all Cleveland local time.

This schedule will provide telephone access to NFC for all ships and stations within CONUS.

Special phone lines for after-hours queries are: Autovon 580-5880 or commercial 216-522-5880. A list of extension lines for calls during regular NFC working hours, i.e., 0800 to 1645 Monday through Friday, is available in NavOp 18 (4 Feb 71).

● USE OF CLUBS AND FACILITIES OF OTHER SERVICES

Some Navymen had reportedly been denied access to Army, Air Force or Marine Corps clubs because they were wearing beards, which are not authorized by the other services. In response to the Chief of Naval Operation's request, the other services have agreed to allow access to clubs and facilities to Navymen, as long as their appearance meets the grooming standards of their own service branch. Specific instructions issued to field commanders by the Commandant of the Marine Corps and the Chiefs of Staff of the Army and Air Force should preclude any further difficulty for well groomed Navymen.

● PREFERENTIAL HOUSING FOR RVN ADVISOR VOLUNTEERS

Eligible Navymen who volunteer for advisory duty in the Republic of Vietnam will be granted preferential consideration for family housing during and after their tours in RVN. Regulations already permit Navymen ordered to duty in RVN to move their families at government expense to any location in CONUS or, with CHNAVPERS' approval, to Puerto Rico, Alaska, Hawaii or any U. S. territory or possession. NavOp Z-74 (18 Feb 71) announces the following additional options for RVN advisor volunteers with dependents. Officers and eligible enlisted men:

- Volunteers for 12-month in-country advisor tours and who are in Navy public quarters on stations in CONUS, Alaska, Hawaii or a U.S. territory or possession, will be permitted to leave their families in these quarters (except billet quarters) during training and subsequent RVN tour, if they so desire. Those in billet quarters will be placed at the top of the housing waiting list.

- Volunteers for 18-month advisor tours will, in addition to the above option, also be placed at the top of the housing waiting list in the area to which they have been guaranteed post-Vietnam assignment, or in any CONUS location of their choice. They may exercise this option either before or after their RVN tour. This option will also be granted to Navy advisors already in Vietnam who extend tours for at least six months and who serve in-country for a minimum of 18 months.

● SUBMARINE SERVICE NEEDS VOLUNTEERS

The Submarine Force is seeking volunteers through pay grade E-6 in the following ratings: CS, EN, FTG, QM, SK, TM, YN and undesignated SN/FN. If you're looking for a challenging assignment and meet the requirements of Chapter X of the Enlisted Transfer Manual, you are

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invited to submit your request on NAVPERS 1306/7 to the Bureau of Naval Personnel (Pers B2132).

• MAXIMUM SEA TOUR SET AT SIX YEARS

Sea tours of over six years have been eliminated, greatly reducing time at sea for Navymen in 122 rates and NECs. Eligible Navymen whose tours have been shortened--and who've spent enough time at sea--can expect transfer ashore this summer or early fall. In addition, PO2s and above whose tours at sea remain at four to six years will be granted reassignment options which will allow them more time with their families during their last two years at sea. Specifically, when within two years of completing their sea tours, they will be eligible to request assignment to preferred sea duty, to an overseas area where dependents are allowed, or to another ship if neither of the first two options is available. Every effort will be made to honor these requests. See NavOps Z-75 and 35 (both 25 Feb 71), and look for a full report in ALL HANDS.

• "NO INSPECTION" GUIDELINES

Shipboard inspections will not normally be conducted during the 30 days before and the 45 days after a regular deployment, except when "...assessment of safety, readiness or material factors is considered overriding by competent authority." The new guidelines, announced in NavOp Z-78 (5 Mar 71), should mean more leave and liberty for crewmembers on deploying ships.

• NEW REENLISTMENT STANDARDS ANNOUNCED

Effective 1 Jul 1971, PO1s and below with less than eight years of continuous service must have 3.0 averages in each performance trait in order to be eligible for reenlistment. For those with more than eight continuous years, the effective date for the new reenlistment standards has been pushed back a year, to 1 Jul 1972. Requirements for an honorable discharge haven't changed. See BuPers Notice 1133 (4 Mar 71) for the details.

• SELF HELP: REPORT ON PROGRESS

Seabees in 13 construction battalion units, set up to lend professional assistance to self help projects ashore, have been hard at work since our last report. (See ALL HANDS, Mar 71, p. 8.) Nine mobile home parks with 606 spaces; storage facilities for deploying Navymen's automobiles at Charleston and Alameda; and courts for squash and handball at NAS Pensacola and NAS Meridian are among new projects designed to make naval facilities more attractive and more convenient for Navymen and their families. One of the mobile home parks, with 108 spaces, was completed last month at NAS Miramar by Naval Mobile Construction Battalion 133.

from the desk of the **Master Chief Petty Officer** of the Navy

Personal Reflections



GMCM D. D. BLACK

be like a day 30 years ago when I stood on the steps of a small high school in Oklahoma and asked myself, "Where do I go from here?" Today, perhaps, that question doesn't loom over me as it did then. Instead, I find myself whispering . . . "Farewell."

Now that it is finished, I can say I have never regretted one minute of it. Of course, there have been difficult days, but there have also been many rewarding days. There have been a number of disappointments but these make the highlights even brighter. I have been privileged to have served in the greatest Navy ever, during a vital period in its history.

Also, my service has given me a feeling of accomplishment and purpose. I feel that the seafaring profession has allowed me the opportunity to share in our nation's realization of its destiny, accomplished as always, through its people. Above all, within the Navy and without, the emphasis and the prime concern must be in people.

PERSONAL REFLECTIONS of 30 years in the United States Navy span practically the whole spectrum of human experience in any man's career. Most memories of one's Navy life focus on both the happiest days and the most difficult times, with some thought given to the more significant moments scattered in between.

For a long time, I've been telling people that the day I leave the Navy will

I ALSO KNOW that I have had the opportunity to serve with our country's finest men and women, who shared this feeling of accomplishment with me. For reaching this point in time, I find that I cannot identify one single accomplishment which I can truly say was completely mine. I believe that a Navyman realizes that any accomplishments can only be achieved with the cooperation and loyalty of his fellow Navyman.

This help and cooperation has been given particularly during the time I have served as the Master Chief Petty Officer of the Navy, by an office staff whose services have been nothing less than exceptional. Over the past four years this staff has included: Mrs. Carolyn D. Reese, YNC Jerry J. Sharf, YNC Jerome D. Traver, YN2 Thomas E. Gould and JO2 Fred Szydlak. I thank them each for their dedicated service.

Even though I am leaving behind many uncompleted tasks, I think I have fought a good fight, and enjoyed many victories—but the fight continues. I know my successor, Master Chief Whittet, will carry on in the same spirit.

The members of a man's immediate family play a most important part in a career such as I am concluding. They support the Navy's efforts by supporting the person who has chosen the Navy as a way of life. I have been extremely fortunate to have had this support from my wife, Ima. For over 21 years she has faithfully served as my division officer, department head, sounding board—and sometimes my CO. She asserts with pride that she is a Navy wife!

So now that it's all over, what is there left to say? There must come a time in every Navyman's life when he must take leave of his active duty. Some, in accordance with God's will, leave the Navy the greatest legacy: their lives. Others, like myself, leave with a prayer and a hope that the Navy has gained some small degree of luster as a result of their having been a part of it.

So my uniform will now be hung in a closet, along with some memories. Other memories will live with me for the rest of my days. Thanks be to the Almighty for a wonderful life, enjoyed to the fullest, and served with the greatest men who ever lived—my shipmates.

"Farewell" does not necessarily mean goodbye, but rather it is a wish that you fare well in the days and years to come. Farewell.

New Policy Widens Field for Philippine Nationals

PHILIPPINE NATIONALS will no longer be recruited by the Navy solely for assignment in the steward rating. The new policy, announced and effective in February, is part of the action being taken by CNO Admiral Elmo Zumwalt to broaden the opportunities of Philippine Nationals enlisting in the U. S. Navy.

Now, all Filipinos who apply and are accepted for service in the Navy are enlisted as Seaman Recruits (SR). Once enlisted, they are assigned to a rating based on the needs of the service and the background

and desires of the individual, as in the case with all other enlistees.

As foreign nationals, however, they will not be eligible for a rating which requires a security clearance unless they acquire U. S. citizenship. Also, Philippine Nationals may still request or remain in the stewardsman apprenticeship rating.

The enlistment program is based on the desires of both the Republic of the Philippines and U. S. governments, and it is constantly under review.

Here's Your Opportunity To Change From SD Rating

DESPITE RECENT PROGRAMS encouraging stewards and stewardsmen to change ratings, the steward rating is still manned in excess of Navy requirements. Accordingly, criteria for change of rating have been modified to recognize past performance and ability.

Requests are particularly desired from SDs and TNs who are fully qualified for Class "A" school training. However, those who do not meet test score requirements may be eligible for waivers, or may be authorized to participate in Navywide exams for ratings other than steward. Requests should be submitted to the Chief of Naval Personnel (Pers-B223) via commanding officers. See BuPers Notice 1440 (18 Feb 71) for complete information.

The new criteria for change of rating by stewards and TNs are broken down by pay grade and length of service:

- SD1s, regardless of length of service, may request Class "A" school, if qualified, or authority to participate in exams for lateral changes of rate, to any of the following ratings: *AQ, CE, *DC, *DS, EA, *ET, *FTG, *IC, *IM, *JO, MR, MU, *QM, *RD, *SF or *ST. (Asterisks indicate ratings which require access to classified information and which are open only to U. S. citizens.)

- SD2s and SD3s with over eight years' active service may request Class "A" school, or authority to participate in exams for lateral changes of rate, to any rating for which they are qualified.

- SD2s and SD3s with less than eight years' active service may request Class "A" school, or authority to participate in exams for lateral changes of rate, to any of the following ratings. For SD2s: all the ratings for which SD1s are eligible, plus AB, *AC, ADJ, *AG, AM (H), AS (M/E), *AT, *AX, *AZ, BM, BT, BU, EM, EN, *FTM, *GMM, MM, *OM, *OT, *PH, PM, *RM, *TD, *TM, UT or *YN; for SD3s: all the ratings for which SD2s are eligible, plus AM (S), *AW, CM, EO, *GMT, *LI, *MN, *SM or SW.

- TNs with over four years' active service may request changes of apprenticeship to SN, FN, AN or CN, provided they are recommended by their commanding officers and their commands have allowances for the requested apprenticeships.

- TNs with less than four years' active service may request changes of apprenticeship, provided they are

recommended by their commanding officers and have GCT/ARI scores of at least 90. If they are not eligible for changes of apprenticeship under these conditions, they may still request authority to participate in exams for any of the ratings for which SD3s are eligible. They must serve at least one year from the date of graduation from Class "A" Steward school before requesting changes of rating.

More on Navy Families

On page 2 there appears an article concerning the Newman Navy—the story of eight brothers who enlisted in the sea service. Here are some more statistics on Navy families.

The best known Navy family was the Sullivans after whom the destroyer *USS The Sullivans* (DD 537) was named—all five brothers were lost in World War II when the cruiser *USS Juneau* (CL 52) was sunk near the Solomon Islands in 1942.

Then there were the Pattens—also in World War II. The Patten clan had eight brothers in the Navy—all enlisted men—as of September 1941 and they were headed by their 52-year-old father, Clarence Floyd, who enlisted as a fireman 1st class aboard the battleship *Nevada*. Also in World War II there were the Mazoway brothers—seven of them—serving on active duty at the same time.

More recently, the four Sauer brothers were serving in the Republic of Vietnam during 1968, though one of them, admittedly, was in the Air Force. Then there were the Johnston brothers; five of them on active naval service during 1966.

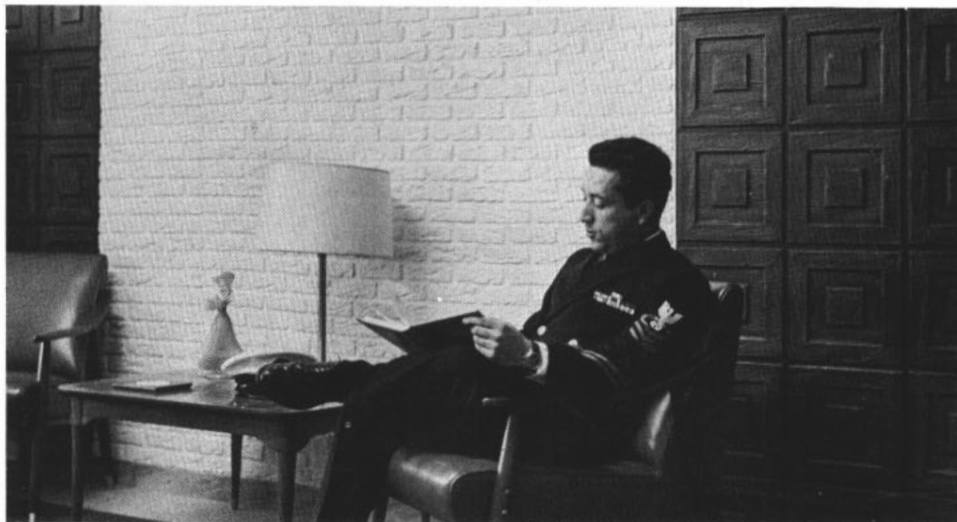
And, back in 1949, the four Shadwell brothers were all in the Navy, with 12 years between the oldest and the youngest. Perhaps the record is held by the Leblancs who, in 1951, had 12 sons and daughters in the armed forces, seven in the Navy.

Last month, ALL HANDS reported on the McQuaigs—four brothers who all put in 20 years apiece in the services, three in the Navy and one in the Air Force. The McQuaig name is still going strong—the son of one of the four just recently joined the Naval Reserve in Pensacola, Fla.

Rounding out this Navy family picture are the Heddlesten brothers of Yakima Valley, Wash. Last January, Phillip Heddlesten joined his four brothers by taking the oath of enlistment in Seattle.

Self Help

Navy Bachelor Enlisted Quarters



Navy Bachelor Enlisted Quarters are better than ever. And here's how one Navyman lent a helping hand.

Chief Boatswain's Mate Walter Vila of the Naples Support Activity was living in a

Outpatient Medical Records Now Filed By Social Security Number

Starting in February 1971 or soon thereafter, hospitals and dispensaries will begin filing dependents' outpatient medical records by the Social Security number of their sponsor. Dependents should make sure they know their sponsor's Social Security number so that on their next outpatient visit, their medical records can be changed over to the Navy's new filing system.

The new filing system will speed up outpatient records handling, with shorter waiting periods for records, and will help doctors and staff to provide better service. Outpatient record filing will be done entirely by numbers instead of names. The new system uses the sponsor's Social Security number for terminal digit-numerical filing which is the easiest and fastest way to handle the number of outpatient records on file at hospitals and dispensaries. Make sure your family has a record of this number.

File folders used in the new system are prenumbered to match the last two numbers of the sponsor's Social Security number and color-coded for quick and accurate handling. These folders can also be transferred and interfiled directly between hospitals and dispensaries, speeding up the transfer of outpatient records when the sponsor's duty station changes.

Adoption of Social Security number outpatient rec-

ord filing coincides with the Navywide changeover to the Social Security number for military personnel identification to be effective by January 1972.

Study Group's Aim: Utilization Of Individual's Full Potential

A STUDY GROUP COMPOSED OF 24 NAVY OFFICERS and enlisted men has been working since January on a one-year evaluation of the Navy's personnel practices under the sponsorship of the Chief of Naval Operations.

Prompted by Z-gram 55 (see January's Navy News Briefs), over 1000 officers and enlisted men from captain to petty officer 3rd class applied for the 24 billets in the Human Resources Management Program.

This group, unlike previous study groups, is an action body designed to apply the well-tested personnel management concepts of large organizations to the Navy. BuPers program coordinators stress that management includes not only the effective use of money and hardware, but also the more important utilization of every individual's potential.

The "behavioral school of management" has long been a topic of study in academic circles and large corporations, but has seldom been effectively applied to the military. Admiral Zumwalt cited the findings of his field trips and various retention study groups as reasons for wanting to adapt some of the contribu-



private room at one of the Navy's newer BEQs, but he was still unhappy. "It had all the furniture I wanted," said the 10-year Navyman, "but it didn't seem to have any personality."

Referring to the Chief of Naval Operation's self-help program, Vila decided to redecorate his 15'x20' lifeless room. He bought some self-adhesive, 3-D vinyl paneling and "bricks" at the Navy Exchange. The amateur decorator decided on Rembrandt brick and colonial wood paneling for the needed realistic touch. For final contrast he added an AM-FM radio, bronze statuettes, and a few paintings.

Vila states that the entire room took "only three hours to complete" and is no more difficult to do than to vacuum a rug.—PH1 John P. Francavillo

tions of the behavioral sciences to the effective management of the Navy's human resources.

"My objective," he said in his message, "is to improve the management of our human resources by enhancing our understanding of and communications with people. I am confident," he continued, "that this high quality input is now available among our active duty personnel."

The 13 officers and 11 enlisted men selected average just over a college degree, with the officers averaging just over a master's degree. Most of the members have extensive academic training or professional experience in the behavioral sciences, including degrees in psychology, business administration or management, and/or experience as career counselors and instructors.

THE GROUP CONSISTS of five commanders, three lieutenant commanders, four lieutenants (jg), one ensign, two master chiefs, three senior chiefs, one chief petty officer, four 2nd class petty officers and one 3rd class. This includes a woman, one Supply Corps officer, one submariner, two pilots and two Naval Academy graduates—in all, a cross-section of Navymen that represents over 200 years of combined Navy experience.

Following the eight-week training period at Newport, R. I., the 24 members will begin relating their own experience in the Navy to their new task of improving management techniques.

U. S. Brown-Water Navy Completes Small Boat Turnover to Vietnam

WITH THE TRANSFER IN DECEMBER of about 125 remaining small combat boats, the one-time United States brown-water combat Navy became 100 per cent Vietnamese.

Most U. S. Navymen who manned the boats had, in fact, already been relieved by Vietnamese crewmen. Those who remained became advisors while others were rotated outside the Republic.

During the brown-water navy phase of the ACTOV Program, hundreds of patrol boats passed from United States ownership and operation to that of the Republic of Vietnam.

Hundreds of Vietnamese Navymen traveled to the United States to learn the fine art of operating and commanding the boats which had become a hallmark of U. S. naval operations in Indochina. Much of the training was done at the Small Boat School at Treasure Island's Naval Station.

But, although the boats are now owned and operated by the Republic of Vietnam, Vietnamese officers continue to be trained in the United States.

At the Officer Candidate School in Newport, for example, a new class of candidates for commissions enroll and are graduated each month. By the end of 1971, when the program is scheduled for completion, 750 Vietnamese junior officers will have completed their studies at the Newport OCS.

Airborne Radar Proves Effective In Detecting Surface Oil Slicks

If you never knew that airborne radar can detect oil slicks at sea, don't feel bad. Even the Naval Research Laboratory didn't know it until 1969.

The discovery was made when a group was studying the characteristics of radar energy returned from the ocean surface. The study was being made using the four-frequency radar installed in a Navy *Super Constellation*.

When the radar indicated smooth surfaces surrounded by rough water, the NRL men investigated and found an oil film covering the water and smoothing the ocean waves. As a consequence, the radar energy reflected from the oil film was less than the energy returned from the surrounding ocean.

In radar mapping oil-contaminated areas, slick appears as a dark area while the surrounding uncontaminated sea appears lighter by contrast.

Of course, oil slicks can be observed on the surface as well as from the air without the use of radar. Using it, however, has the advantage over visual or present air photographic techniques because radar penetrates clouds, fog and darkness.

It can also cover a path a hundred miles wide, making daily radar surveillance of the entire U. S. coastline a distinct possibility. With the development of new equipment, radar monitoring of oil-contaminated seas could even be done from satellites thereby covering the entire globe.

Increased ability to track oil spills near the coast is not only of interest to the Navy, but also to the Coast Guard. Subsequent tests, in fact, have been conducted by request and with support of the Coast Guard.

Additional experiments are being conducted to evaluate the sea state range over which the oil slick

mapping is possible besides determining the ability of radar to distinguish types and thicknesses of oil films.

XVN-8, Carrier Saratoga Win 'Golden Mike Awards'

THE ATTACK AIRCRAFT CARRIER USS *Saratoga* and Oceanographic Development Squadron Eight have been named as first year's winners of NAVAIRLANT's new "Golden Mike Awards" for outstanding internal relations programs.

The award is made annually at the end of the calendar year to the NAVAIRLANT command which has administered the most effective internal communications program during the preceding year. The term "Golden Mike" is intended to suggest the microphone that represents "passing the word" from top to bottom in each command.

Competition was keen during the first year of the contest, as all entries showed a great deal of originality in developing better methods for increasing communication at every level of command.

PAC Fleet Selects Top Chief

The position of Master Chief Petty Officer of the Fleet (MCPOF) has been established on the staff of the Commander in Chief, U. S. Pacific Fleet at Pearl Harbor.

Selection of the first MCPOF will be made from among more than 800 master chief petty officers assigned to Pacific Fleet ships, aircraft squadrons and shore stations.

The duties of the MCPOF will be similar to those of the Master Chief Petty Officer of the Navy, dealing with queries, suggestions and complaints from enlisted men and women. At the fleet level, the MCPOF will serve as a communications link to type commanders and CINCPACFLT. He will accompany CINCPACFLT on visits and may represent the fleet commander on boards and symposiums within the command. He also will participate in meetings of civic and Navy-affiliated organizations.

TCD's to Become PRD's

The term "Tour Completion Date (TCD)" will be replaced by another called "Projected Rotation Date (PRD)," as announced by BuPers Notice 1306 (29 Jan 71). The change was made to promote better understanding, since many Navymen have been interpreting their TCD as the precise month of transfer. The PRD was adopted to connote a tentative month and year of projected rotation from any activity. This date is established for planning purposes and may not always reflect the precise month of the individual's reassignment.

The notice also announced that PRDs will be established without regard to obligated service for 1st and 2nd class petty officers who have 10 or more years of active duty. This change (effective 1 May) is intend-

Navy Tests Self-Move Idea

You may be able to move your household goods yourself under a new program being tested by the Naval Supply Systems Command.

Under arrangements with three leading vehicle rental companies, Navymen in four cities who receive change of station orders and who desire to move between these cities during the test period ending next June may request rental vehicles, packing materials and trip information and then move their own belongings. The Navy will pay the bill.

A do-it-yourself move permits a man to pack his goods at his own convenience and assures that his property will arrive at his new duty station at the same time he does.

The pilot program is underway in Newport, Norfolk, Oakland and San Diego. Naval Supply Systems Command is evaluating the program with a view toward its possible introduction throughout DOD as an optional moving method available to military families.

ed to provide an atmosphere of mutual respect, trust, and confidence between enlisted distribution authorities and career personnel by enabling detailers to make duty assignments and establish PRDs without requiring career personnel to extend their enlistments.

As in the case of master, senior, and chief petty officers, obligated service will continue to be required for assignment to overseas duty (unless waived by the Chief of Naval Personnel), as well as in cases where obligated service is required for assignment to courses of instruction or special programs.

Kitty Hawk Sets a Fast Pace

NAVYMEN AT SEA cannot, of course, attend college, so the Navy is bringing college to the men instead. The Program for Afloat College Education (PACE) enables men at sea—like those aboard the attack aircraft carrier *USS Kitty Hawk* (CVA 63) — to take college level courses while their ship is deployed (see ALL HANDS, Nov 70).

The initial instruction periods for *Kitty Hawk's* PACE courses were conducted by professors from San Diego State College during the first five days of her current Western Pacific deployment. The professors then returned home from Hawaii and their courses were continued by proctors—crewmembers who have degrees in the subjects being taught.

Working one hour a week, the proctors used lesson plans and videotaped lectures for the continuation of the course during the professor's absence.

Toward the end of the semester, the professors returned to the ship to meet with their classes for final lecture periods. Then tests were given, the courses completed, and new courses started immediately.

There are about 200 *Kitty Hawk* men enrolled in courses ranging from economics to algebra. Students who successfully complete a course receive full credit from San Diego State College.

What's New At The Movies?

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Cry of the Banshee (C): Horror Drama; Vincent Price, Elisabeth Bergner.

Diary of a Mad Housewife (C): Comedy; Richard Benjamin, Carrie Snodgrass.

I Love My Wife (C): Drama; Elliott Gould.

Taste the Blood of Dracula (C): Horror Drama; Christopher Lee, Linda Hayden.

The Kremlin Letter (WS) (C): Drama; Richard Boone, Patrick O'Neal.

Pieces of Dreams (C): Drama; Robert Forster, Lauren Hutton.

Trog (C): Science Fiction; Joan Crawford.

Kashmiri Run (C): Drama; Pernell Roberts.

Cannon for Cordoba (WS) (C): Historical Drama;



DOUBLE GRADUATION—Chief Personnelman James P. McDermott, Jr., and his wife Patricia (seated directly behind him) may be the first Navy husband-wife team to graduate with associate degrees from Del Mar College in Corpus Christi. McDermott received his education through the Navy's Associate Degree Completion Program, while his wife attended on her own to complete work she started in 1967. McDermott currently is completing more schooling, this time at the Personnel School in San Diego, before going on to new duties at the Bureau of Naval Personnel.

George Peppard, Giovanna Ralli.

Cover Me Babe (C): Drama; Robert Forster, Sondra Locke.

Sunflower (C): Drama; Sophia Loren, Marcello Mastroianni.

House of Dark Shadows (C): Horror Drama; Jonathan Frid, Grayson Hall.

Monte Walsh (WS) (C): Western; Lee Marvin.

There Was a Crooked Man (WS) (C): Western Comedy; Henry Fonda, Kirk Douglas.

Hello Dolly! (WS) (C): Musical; Barbra Streisand, Walter Matthau.

Dirty Dingus Magee (WS) (C): Western Comedy; Frank Sinatra, George Kennedy.

Education Benefit Hiked

Children of veterans who died or were permanently and totally disabled as the result of a service-connected injury or illness and of service-men reported missing in action or in prisoner-of-war status for at least 90 days are eligible for up to \$175 a month for 36 months of approved, full-time college or vocational training. Lesser grants are paid for three-quarters and half-time study, under the War Orphans Educational Assistance program administered by the Veterans Administration. For more on VA educational assistance and Navy scholarships for sea service dependents, see ALL HANDS, Feb. 71, p. 46.

Notes on Officer Rotation

Aviation officers seeking early rotation to sea duty in accordance with Z-gram 42 (see December's Navy News Briefs) have found the competition very keen. Due to the limited number of squadron billets available, requests cannot be automatically approved. Demonstrated performance—as reflected in fitness reports—is the key factor in selecting officers for early rotation to an operational squadron.

The annual officer billet summary (AOBS), announced by Z-gram 53, is now in production and was distributed in March—as a NavPers publication—to all ships and stations. By identifying a broad range of challenging billets throughout the Navy, AOBS will be a handy reference for officers requesting duty preferences.

Beginning with the FY 73 (May 1971) Service College Selection Board, all selectees will receive personal letters from their assignment officer advising them of their status. Although selection does not guarantee attendance—which remains a function of availability and current school quotas—the notification is being made in an attempt to provide more meaningful data upon which to base personal career planning.

Command of Fighter Squadron 33 Goes to a Lieutenant Commander

One of the four squadrons authorized by Z-gram 37 to lower the CO, XO and department head billets qualification in order to permit highly qualified lieutenant commanders to attain aviation command has done just that.

Lieutenant Commander Gordon L. Murray, Jr., has received orders to assume command of Fighter Squadron VF-33, which operates from the Oceana Naval Air Station when not deployed aboard *uss Independence*



RADM W. M. A. Greene (left), Director of Navy Recruiting, looks on as VADM Dick H. Guinn, Chief of Naval Personnel, unveils the sign in front of the newly established Officers School of Navy Recruiting at NAS Pensacola.



RADM A. G. Esch presents the CINCPACFLT Golden Anchor Award to CDR S. A. Wise, Commanding Officer of *USS Orleck* (DD 886).

(CVA 62). LCDR Murray is well acquainted with the squadron's F-4J *Phantom*—of his 3560 flight hours, over 2300 were in the F-4. Many of these hours were accumulated during 130 combat missions in the Vietnam conflict, while flying with VF-102 from *uss America* (CVA 66).

He previously had been with the first squadron (VF-101) to fly *Phantoms* in the Atlantic Fleet in 1961, and the next year he was with the first deployed *Phantom* squadron (VF-74), which flew from *uss Forrestal* (CVA 59).

At the Naval Air Systems Command in Washington—his last assignment before commanding VF-33—he continued to work with the *Phantom* in the F-4 Project Office as configuration control officer.

Capt. R. Allen Takes Over NATO Multinational Force

FOR THE FIRST TIME IN ITS FOUR-YEAR HISTORY, an American officer has taken command of NATO's multinational naval force, the Standing Naval Force Atlantic. Captain Raymond W. Allen, USN, became the force's fourth commodore in ceremonies in Rotterdam, at the Van Ghent Barracks of the Netherlands Marines. The event was held a short distance from quayside in the greater port area where the five ships making up the force were tied up.

Commodore Allen is in *uss Bigelow* (DD 942), which is the flagship of the force. Other ships of the force are the Norwegian frigates RNoNS's *Narvick* and *Trondheim*, the British frigate *HMS Lowestoft* and the Netherlands frigate *HNLMs Isaac Sweers*.

This permanent NATO naval force, the only one of its type in existence, was formed in January 1968 and has, as its main task, the demonstration of the

unity and the readiness of NATO. The force has proved that ships of different nationalities can operate efficiently and effectively together under the operational command of NATO's Supreme Allied Commander Atlantic, Admiral Charles K. Duncan, USN, whose headquarters is in Norfolk, Va.

Under the outgoing commander, Commodore Douglas Boyle, Royal Canadian Navy, the force steamed approximately 50,000 miles—visiting 34 cities in 10 countries—and participated in many national and NATO exercises. A total of 1700 officers and men of different nationalities serve in the force.

Officer Recruiting School and Golden Anchor Award

FINDING GOOD MEN is what Navy recruiting is all about. But with personnel cutbacks and draft call reductions, and a proposed all-volunteer military force waiting in the wings, Navy recruiters are echoing lyrics from an old pop standard: *A good man is hard to find . . . Treat him right, for a good man nowadays is hard to find.*

To help find more good men, the Recruiting Service has been strengthened with the Officers School of Navy Recruiting which opened recently at NAS Pensacola. The school will train officers to work in all phases of various recruiting programs, with emphasis on what the Navy has to offer in education, training and professionalism.

Dispatched into the field, the recruiting officer will be prepared to get his message across clearly and on the spot without referring a prospect to some other recruiting station.

* * *

Based on career retention statistics, seagoing units which find good men and treat them right include *uss Orleck* (DD 886), *Cochrane* (DDG 21), *Uhlmann* (DD 687) and *Isle Royale* (AD 29), all recipients of CINCPACFLT Golden Anchor Awards for excellence in career retention.

Originated by Admiral John J. Hyland, Commander in Chief, U. S. Pacific Fleet, a Golden Anchor plaque is awarded to Pacific commands which, through favorable shipboard climate, best achieve high retention among outstanding enlisted men.

Each year since 1965, CINCPACFLT has singled out ships with high retention rates for commendatory letters. Broadening the scope of the recognition, the Golden Anchor plaque has encouraged a more competitive atmosphere among Fleet units by vintage, mission and type.

Command support of the career motivation program, effectiveness in personnel management, morale and spirit of men on board, quality of career counseling and cumulative career and non-career enlisted retention rates for a fiscal year, are criteria used in the judging.

Orleck, *Cochrane*, *Uhlmann* and *Isle Royale* (the latter has since been decommissioned) were winners of Golden Anchors in the CRUESPAC category for fiscal 1970.



Captain of USS Bausell (DD 845) Wears Submariner's Dolphins

WITH THE COMMAND "port engine back one-third, starboard engine ahead one-third," the 25-year-old destroyer *uss Bausell* (DD 845) pulls away from the pier at Subic Bay, in the Republic of the Philippines, and sets out to stalk her elusive target, a submarine.

On the bridge is a rather young-looking Navy commander with a set of submariner's dolphins on his chest. Commander Paul C. Barnes is one of two skip-pers of Seventh Fleet destroyers who previously held command of a submarine.

This is Barnes' first chance to operate with a submarine since taking command of *Bausell* several months ago. Knowing the tactics of both ships, he just may have the edge with his multipurpose surface ship—just maybe. This is an ASW exercise.

For this exercise the submarine and destroyer match conventional weapons—torpedo against torpedo, speed against speed and—most important—wits against wits. Both Seventh Fleet ships get an early morning start and quickly move to sea.

Bausell's enginemen bring the boilers up to max steam, ready for the chase. Meanwhile, *uss Southerland* (DD 743), sister ship of *Bausell*, pulls into position ready to lend a helping hand.

Overhead the third member of the tracking team, a P-3 *Orion* ASW aircraft, spots *Blackfin* with its complex electronic equipment, and the net tightens.

Contact is made by the two destroyers, and both single and dual ship attacks are made. After considerable maneuvering, *Bausell* fires two antisubmarine exercise torpedoes. Both are evaluated as "hits" by *Blackfin*.

The exercise over and after a quick exchange of pleasantries, the sub once again slides beneath the surface, while *Bausell* and her 300-man crew sail for home—San Diego, Calif.

—Story by JOC Richard Montgomery, USN

● OPNAV Streamlines

The Office of the Chief of Naval Operations (OPNAV) is being reorganized as part of a continuing effort to streamline, consolidate and reduce staffs within the Navy and the Department of Defense. The object is greater efficiency and the best use of funds and manpower within what is expected to be a smaller, leaner but more effective Navy.

The changes are evolutionary, rather than revolutionary, in effect and include splitting the old Office of the Deputy CNO (Fleet Requirements and Readiness) into two separate offices—Deputy CNO (Surface) and Deputy CNO (Submarines); establishing new Offices of Command Support Programs and Tactical Electromagnetic Programs; and providing for increased emphasis upon Reserve programs in major OPNAV offices. The old CNO Advisory Board becomes a CNO *Executive* Board, with authority to coordinate management action on approved programs, and responsibility for carriers has been consolidated with other aviation programs in the Office of the Deputy CNO (Air).

The OPNAV changes are considered an essential first step toward a review of other commands—both in the Washington, D.C., area and at Fleet and shore command headquarters.

Revisions to Speed Exam Results

In addition to the automated correction of exams and dual mailing system for the results (see November's Navy News Briefs), a plan recently approved by the Chief of Naval Personnel further revises the methods of notification so that enlisted personnel will know the test results of the Navywide competitive examinations even sooner.

Beginning with the February 1971 exam cycle, the Naval Examining Center will provide each activity with its complete examination results—including the advancement authority for all increments. This procedure will allow commands to effect advancements

Top Gun University

Part of the Navy's far-flung education system is the "Top Gun University" of the aircraft carrier *USS Ranger* (CVA 61). The Dean of Education is Warrant Officer Brian Deneen.

The second semester, now underway, includes courses in English, government, history, algebra, psychology, geography, economics, accounting, trigonometry and electronics. It also offers an FAA course in ground training.

The 18 instructors are all volunteers from the crew who hold teacher's certificates and have had previous teaching experience. Current enrollment in the *Ranger's* comprehensive educational program is 291 students.



The Asian ports *USS Hancock* (CVA 19) visits will be seeing less "Navy blue" and more visitors attired in civvies now that Z-gram 68 is in force. The new policy, issued by the Chief of Naval Operations, allows petty officers to store civilian clothes aboard ship and wear them ashore on liberty or leave. Previously only officers and chief petty officers had been given this privilege. Enthusiastic response to pilot programs allowing 1st class petty officers to keep civilian clothes on some ships prompted the Z-gram. Shown here is Navyman, otherwise unidentified, preparing for liberty ashore.

on the effective dates without delay.

Another significant change in the processing of results will be the use of a speedy mailer letter. Any change of address or correction of a discrepancy which is forwarded to the Naval Examining Center will be processed on a daily basis and mailed to the "action addressee" within two days after the information is received.

Six-Section Liberty Promoted

A recently issued Z-gram has clarified the relationship between the forces afloat liberty policy (Z-gram 25, see November issue) and encouragement for junior officers and senior petty officers to stand quarterdeck watches (Z-gram 44, see December's Navy News Briefs).

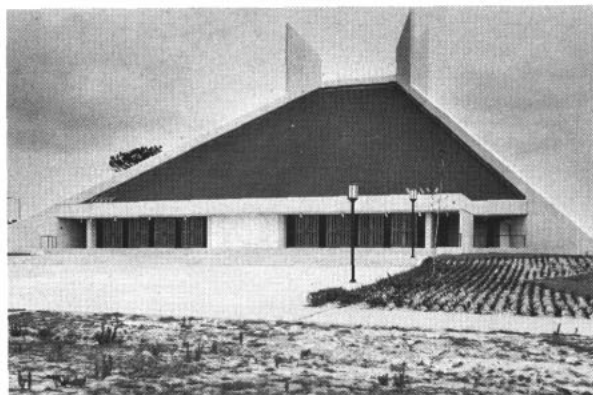
In response to reports from the fleet which indicate an occasional conflict between the two policies, Z-gram 72 (3 Feb 71) assigns the higher priority to maintaining six-section liberty.

Commanding officers should consider each individual involved on a case basis and generally pursue a program of allowing more junior Navymen to qualify for more prestigious duties—like quarterdeck watches—while considering the primary goal of 1-in-6 duty on U. S. homeported ships.

COs are also encouraged to give special weight to exceptional performance in this capacity when evaluating the resourcefulness and potential for advancement of watch officers.

Settlement of Damage Claims

If your household goods are lost or damaged during



AWARD WINNER—The Recruit Chapel at the Naval Training Center, Orlando, Fla., leads the list of six winners in the second biennial Awards Program for distinguished architectural achievement sponsored by the Naval Facilities Engineering Command in cooperation with the American Institute of Architects. Honor awards in the competition went to the medical library at Naval Hospital, San Diego, and the enlisted bachelor quarters at NAS North Island. Merit awards were adjudged for the Naval Reserve Training Center, Avoca, Pa.; Michelson-Chauvenet Hall at the Naval Academy; and the family housing project at the Naval Shipyard, Bremerton, Wash. The six winners were selected from 48 entries.

a move, you should be able to settle your claim faster and with less red tape, because of a change in legal procedures. Formerly, you had to file your claim with the commercial carrier. In the future, you'll file for damages with the government, which will pay you and then file against the carrier on your behalf. The JAG Manual is being revised to eliminate this major source of irritation to Navy families. The pamphlet, "It's Your Move," is also being revised and a brochure is being prepared to explain the new procedures.

Annual Navy Cartoon Contest Underway

EVERY YEAR, THE CHIEF OF NAVAL PERSONNEL sponsors the All-Navy Comic Cartoon contest and 1971 is no exception. Past years have already produced a number of entries which have impressed the judges with the large number of really good cartoonists the Navy has. Some of the better ones have achieved a reputation for themselves as professional cartoonists.

Although humor is an elusive commodity the cartoons submitted rarely fail to produce guffaws from those who judge them.

Entrants usually combine a picture with the written word to produce a highly improbable situation which, nevertheless, might just happen. There are a number of ways in which this can be done. Carrying a situation to the extreme; for example, one contestant produced a cartoon of a boilerman who had been around fire so long that he looked like the devil.

The highly improbable action, like a whale leaping to grab a plane's tailhook, also has a great following among cartoonists.

Understatement is another favorite gimmick, witness the frantic face inches away from a plane's wind-

shield while the pilot calmly requests a little more altitude from the copilot.

Literal use of familiar expressions also elicits chuckles — boxing the compass or adding four cups to a recipe.

Ineptitude, too, is usually good for a laugh. One contest entrant who used it showed a petty officer giving a weapon safety lecture as a bullet from his own gun ricocheted around the room.

NOW THAT YOU HAVE RECEIVED A FEW TIPS on how to get giggles from your gags, all you need to know about the All-Navy Comic Cartoon Contest are the rules and here they are:

First, all naval personnel on active duty are eligible. Their dependents can enter, too.

When you think up a gag or situation cartoon which has a Navy theme or background and is in good taste, draw it in black ink on eight-by-ten-and-a-half-inch white paper or illustration board. Then mail your entry so that it reaches the Chief of Naval Personnel (Attn: Pers-P4112) by 1 Jul. Cardboard should also be included in the envelope to prevent the cartoon from being creased or folded during transit.

You or your dependents can submit as many entries as you wish, but the following information and statements should be securely attached to the back of each cartoon:

1. Full name of originator.
2. Rate/rank.
3. Serial/file number.
4. Duty station.
5. Hometown and hometown newspaper.
6. Title of cartoon or subject.
7. A brief statement certifying the cartoon as original.
8. Commanding officer's endorsement, "Forwarded," signed by either the CO or his representative.

The contestant should also type and sign the following statement, "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired."

Entries submitted by dependents should bear the statement: "I am the dependent of (name, rank/rate/etc.)."

Reenlistment Quality Control

New, more stringent standards for reenlistment eligibility became effective this year. They specify that, to reenlist for service beyond 23 years, a Navyman must be at least a chief petty officer; for service beyond 20 years, he must be at least a 1st class petty officer who has passed the CPO exam. In addition, the records of Navymen being separated at normal expiration of obligated service with eligibility code RE-1 ("Eligible for reenlistment"), and the records of all Navymen being separated under early release programs, will receive a quality control review in BuPers before they are reenlisted. For details, see NavPers Instruction 1133.22 series.

here and there

What's New in the Navy

Catamaran-Hull Pickup Truck

An underwater pickup truck was recently delivered for testing to the Navy's Civil Engineering Laboratory (NCEL) at Port Hueneme, Calif.

At the laboratory, the vehicle is known as the Construction Assistance Vehicle (CAV) and it is expected to be a big help to divers and ocean engineers in sea floor explorations and underwater construction.

The CAV is 27 feet long and can travel at two and a half knots submerged for a period of four hours.

The vehicle was designed to de-

liver supplies, equipment and other divers to underwater construction sites at depths to 120 feet.

Only one diver is required to operate the vehicle and to take on cargo, but the cockpit will accommodate two.

The craft was developed by NCEL in conjunction with the Naval Facilities Engineering Command. It has no movable rudders and is controlled on the surface by propeller speed and direction. When it is submerged, the CAV is controlled by directing speed and attitude of the propellers.

The catamaran-hulled vehicle is

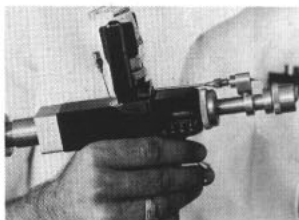
electrohydraulically powered. All controls are actuated mechanically by the operator, eliminating the necessity for electrical circuitry in the cockpit area.

CAV's hydraulic and pneumatic power sources are available to operate diver tools. The saltwater ballast system and compressed air system are operated by valves in easy reach of the operator.

New Hurricane Hunter Aircraft

During the next few hurricane seasons the Navy's Hurricane Hunters of Weather Reconnaissance

Preventive Medicine Unit Seven



Left: LCDR Edward Dunbar uses a PH meter to check the acidity and alkalinity of a liquid. Top left: Assistant officer in charge LCDR John Dowling (left) and the officer in charge, CDR Walter Miner, monitor health conditions. Bottom left: Needleless "jet guns" have been used in the immunization of over 181,000 persons in the last two years.

FROM THE AZORES IN THE ATLANTIC to the subcontinent of India, a relatively small group in Naples has the big job of keeping Navymen and their dependents well.

The men belong to the Navy's Preventive Medicine Unit Seven which divides its work among four departments — epidemiology, applied biology, public health and the laboratory.

Epidemiology is a science which deals with incidence, distribution and control of disease. In areas of the world where infectious diseases are rampant, epidemiologists have a lot of work to do.

They receive weekly reports concerning health troubles in their area and plot maps which show where the disease is generally located.

They then calculate the possibility of the infection spreading and, if U. S. Navymen and their families

appear to be threatened, Fleet and shore units are notified so proper measures may be taken.

The men in the Applied Biology Department are intent upon finding insects and other pests which may carry diseases. Much of their work is concerned with keeping disease-bearing insects off the ships and monitoring pests ashore.

The men in the Public Health Department keep a sharp eye upon food handling procedures and sanitation both in ships and at shore stations. They also provide training in food service sanitation for food handlers in four languages — English, Italian, Greek and Arabic. During the past two years, more than 1600 people have received the benefit of their training.

WHEN DISASTERS OCCUR from which epidemics may spring, the public health crew also are on the job with their jet immunization guns. During the past two years they have provided immunization from disease for more than 181,000 people in disaster areas.

PMU Seven's laboratory provides services which help the other departments do their jobs. They identify and isolate disease-producing organisms and, inasmuch as such work is often beyond the capability of even some hospitals, the lab's services are indispensable in carrying out the preventive medicine unit's health-guarding mission.

—Photos by PH1 John Francavillo and PH2 Larry Foster

Squadron Four based at NAS Jacksonville, Fla., will receive a new aircraft to fly into tropical storms.

The plane, designated the WP-3A *Orion*, offers greater speeds and flexibility in storm penetration altitude than the familiar *Super Constellation* which the new aircraft eventually will replace.

Tests were conducted in late 1969, including actual penetrations into Hurricane Inga in October at altitudes of less than 1000 feet in winds up to 140 mph. They were coordinated by the Naval Air Test Center, Patuxent River, Md.

Delivery of the first specially equipped aircraft is expected to be effected during the 1971 hurricane season.

The *Super Connie* has been used since 1955, in which time the squadron has amassed more than 65,000 accident-free flight hours and has flown in more than 125 major tropical storms.

Computerized ASW Aircraft

The first model of the P-3C *Orion*, newest version of the patrol aircraft, was delivered last summer to Patrol Squadron 31 at NAS Moffett Field, Calif.

The first computerized version of the four-engine turboprop ASW aircraft differs from the earlier *Orion* "A" and "B" models in its avionics system, built around a digital computer tied into advanced detection devices.

Moffett Field is the headquarters for long-range patrol aircraft in the Pacific.

Non-Sub for ASW Practice

Fleet units taking part in anti-submarine warfare target practice now have something to shoot at which is less expensive than a real sub. It is the Mark-30 underwater target which was used in an operational Fleet exercise for the first time last summer.

The Mark-30 ASW underwater target resembles a large torpedo. To an ASW weapon system, however, it shows all the characteristics of the full-sized submarine it replaces as a target during Fleet exercises on the underwater range.

Until the Mark-30 became oper-

ational, real submarines were used as targets. This, of course, limited the actual operational readiness of Fleet units inasmuch as submarines weren't often available for the purpose and costly to use when they were.

The Mark-30 ASW target can be used in conjunction with all ships, submarines and helicopters equipped with sonar gear.

The target can be programmed in advance to move in any direction, at various depths and speeds. As a result, the plane, ship or sub which is to hunt down the simulated submarine must meet every situation and condition which could be expected in hunting a real submarine.

Not only is it now unnecessary to have a real submarine for ASW exercises, the helicopter squadron which first used the Mark-30 also employed a Hypothetical Weapons Tracking Program which eliminates the need of actually firing weapons during war training games.

The program is a computerized system and can be compared to a flight simulator in relationship to pilot training except that the Hypothetical Weapons Tracking Program can be used in an operational environment.

The new system enables ASW Fleet units to use the underwater range to test and evaluate tactics and train crews without actually firing its weapons.

Instead of firing the weapon, the firing parameters are recorded and a computerized trajectory simulates the weapon's behavior as if it had actually been fired at the target.

A destroyer using the underwater range, for example, would track her target in the normal manner but, when she was in position to fire her weapon at the target, firing would be simulated and all actions would be recorded.

With the tracks and positions of the ship and the target known by range plotters, the time of the simulated firing is fed into a computer. The Hypothetical Weapons Tracking Program then establishes the weapon's track just as if the weapon had been fired.

Sophisticated and Realistic

Constant exercising at antisubmarine warfare helps keep Seventh Fleet destroyermen and aircrews sharp.

During a recent exercise in the South China Sea, the task force's mission was to protect surface ships, including cooperative U.S. merchant vessels passing through the area, from simulated attack by the "enemy," two American submarines.

Exercises like this one are sophisticated and realistic, with restrictions on radio use and the threat of multiple enemies. To score, the submarines and destroyers try to locate each other and move undetected into an attack position. Weapons firing is simulated, with the "victim" receiving a radio message stating the position fired upon. If the reported position is the ship's actual location, a "kill" is awarded and the "sunken" vessel has to stay out of action for four hours.

The heart of operations like this is in the destroyers' Combat Information Centers and sonar rooms. Under dim red lights in CIC, highly trained officers and enlisted men huddle around the plotting table, watch the radar screens or relay information over sound-powered phones.

All ships and airplanes in the area are located and tracked here. If a submarine is located, Combat will take control of the ship, initiate evasive action and maneuver into a favorable position for launching antisubmarine rockets or depth charges.

Periscopes are hard to spot, even by attentive lookouts, so warning of a submarine in the area is most likely to come from sonar technicians working several decks below CIC. There STs trade jobs every hour so they will remain alert to the slight tonal differences of echoes from fish, plant life, cold-water layers and a submarine.

The smallest change in the constant sonar "ping" may be enough to send the whole ship to G. Q.

As can be seen ASW training is a challenging full-team assignment.

—PH3 D. P. McCloskey

Hole in the Ocean

Weather Reconnaissance Squadron Four from NAS Jacksonville, Fla., may be the only squadron in the U. S. Navy to have found a hole in the ocean.

One of the squadron's planes was sent to investigate a chasm in the ocean floor which appeared to be a source of fresh water about 30 miles east of St. Augustine.

The matter was of immediate interest to the communities of St. Augustine and Jacksonville because they feared a connection with freshwater artesian wells ashore and their eventual saltwater contamination.

The VW-4 aircraft located the hole by using radar and navigational equipment. Sea surface and underwater temperature readings were taken by dropping bathythermographs (temperature recorders) into the water.

The hole, scientists discovered, is oval-shaped and measures 75' by 175 feet. Cables one thousand feet

long have been dropped into the center of the hole but preliminary investigations failed to establish its depth.

Marine biologists took samples of marine life and marine geologists studied the earth's crust in the area. Navy photographers attached to VW-4 used a newly developed color film to photograph the hole and a television camera was lowered into the hole from a support ship for pictures to be used in a future documentary.

The hole may have been formed during one of the earth's ice ages and may be the only phenomenon of its kind on the east coast continental shelf.

A Safe Welcome Home

The state of Rhode Island conducts a seagoing automobile safety program which is aimed at teaching sound driving procedures to Navymen before they come ashore.

For example, three state officials boarded *uss Wasp* (CVS 18) as

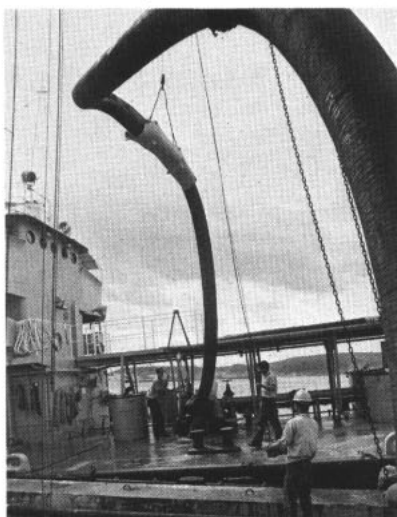
the carrier prepared to return home after a four-month deployment to the North Atlantic.

While on board, the Rhode Island officials conducted lectures, seminars and discussion periods on highway safety during the ship's eight-day transit of the Atlantic to Quonset Point.

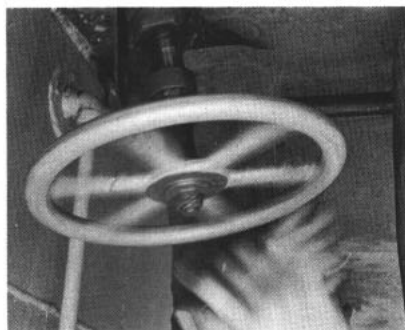
There were discussions of the highway system and the driving counselors ironed out problems that crewmen had faced while driving in Rhode Island.

For three consecutive nights there were question-and-answer periods on the ship's closed-circuit television and there were also talk periods held in the ship's various messing areas and the ready rooms of her five air squadrons. These periods also included films on safe driving.

As *Wasp* drew nearer to the United States Atlantic coast, the three highway officials were transferred by highline to two of *Wasp's* Newport-based escort ships where



MINI-OILER YO 116



Far left: YO 116 frequently has to top off her tanks at the fuel pier in Subic. Left: Crewman spins open a valve to change the pumping operation to another fuel hold.

Above: A support line is rigged.

EVEN ALONGSIDE A DESTROYER, she looks little. But her job is a big one.

She's YO 116, the yard oiler at the U. S. Naval Station, Subic Bay, Republic of the Philippines.

The 174-foot mini-oiler pumps an average of six million gallons of black oil a month to ships in Subic — a workload which compares favorably to that of her Pacific Fleet

rivals YOs 106, 107 and 148. To get the job done, the nine-man crew of YO 116 may work from 10 to 36 hours at a stretch. A job may call for pumping as few as 3000 gallons to a destroyer — or as many as two million to a carrier.

The mini-oiler gets underway at 0630 almost every morning, her eight fuel holds filled to her 273,000-gallon capacity. Before noon

she's back at the fuel pier at Subic to load up again, and then she repeats the procedure until she's finished her list of customers for an average day. If she's replenishing a carrier, however, the crew works night and day until the job is finished.

Before the men of YO 116 can secure for the day, her tanks must be "topped off" so she'll be ready

two 45-minute discussion periods were held on board each ship.

Hopefully, the program's effect will make the military man in Rhode Island a positive element in the attempt to decrease motor accidents. —JO3 Mills Edwards

No Wind Needed

Sailors once manned boats to tow their ship when the wind died down. But that's not very likely to happen today. Ships like *uss Wasp* (CVS 18) have at least four back-up systems in case of loss of electrical power and steerageway.

The main control station is, of course, the pilothouse helm. Eleven decks below the bridge and in the stern is the primary backup station, After Steering, which is manned around the clock at sea. If there's a power loss on the bridge, the OOD shifts control to After Steering.

Should both steering units fail, an emergency hydraulic pump can be used to move the rudder. Con-

trols for this pump are in After Steering and Steering Four, a small station in a berth compartment far below decks.

In the rare event that all electrical power is lost, the ship can be steered manually by turning a

handcrank or chain fall in After Steering and Steering Five (in the Chiefs' Mess).

There's one other way *Wasp* could be steered: by manipulating her four screws in combinations of ahead and back.



IN GRATITUDE: Mrs. Theresa Haynes of Mount Airy, Pa., (left) executor for the estate of the late Fennie R. Eleria of Germantown, Pa., presents a check for \$4530 to Rear Admiral K. L. Veth, Commandant of the Fourth Naval District. The check was made out to the Pennsylvania Auxiliary of the Navy Relief Society. Mrs. Eleria, wife of former Navy Petty Officer 1st Class Pedro W. Eleria, willed a major portion of her estate to the Navy Relief Society because of the many services and kindnesses she and her husband had received from the Society through the years. Looking on is Miss Claire Little, executive secretary of the Pennsylvania Auxiliary.



Left: The mini-oiler services a customer. Above: Fuel lines are handled with muscle-power instead of winch-operated booms. Right: The last bolt is tightened on the main fuel hose. Far right: "Rain, rain; go away!" could be the thoughts of this crewman as he checks a fuel valve.



for work the next morning. Often the sun has been down several hours before the evening watch is set.

But even then, liberty is a rarity. The men must stand a watch every other night. Working and on-watch hours total more than 100 a week for every crewmember. Weekends—even one-day weekends—are scarce too. The crew gets only an occa-

sional Sunday off.

PUMPING FUEL ISN'T THE ONLY JOB the crew has. Of course, there's also the daily routine of operation and maintenance required of every ship. And each of the nine men must be able to do many jobs.

For instance, Commissaryman 2nd Class Michael A. Lowney isn't just the ship's cook. He also stands

helm watches while the oiler is steaming—and may even assist in pumping operations so another crewman can repair running lights, splice mooring lines or paint the main deck. His variety of jobs is typical of the rest of the crew.

A yard oiler may be a mini-ship, but her men do a maxi-job.

—Story and Photos by
JOC Dick Benjamin



Above: An IC2 operates the equipment at the control panel for receiving and transmitting at the Military Affiliated Radio System Station, Yokosuka. Facing page top: IC2 Robert T. Gestrich uses two telephones while making radio-telephone phone patch for MARS. Bottom: A daily inspection is made of the MARS antenna. The equipment for the station is furnished by the Fleet Activities Yokosuka special services recreation fund and the local naval communications station.

NESTLED IN AN OBSCURE SETTING on the Yokosuka Naval Base, behind a high, wire fence, is a green quonset hut designated F-118. Inside is MARS — not the fiery, red planet, but the home of the Military Affiliate Radio System for Yokosuka.

It is one of the 11 Navy-Marine Corps MARS stations located in Japan, and one of many armed forces MARS posts scattered around the free world.

The mission of Navy-Marine Corps MARS is to provide Department of the Navy-sponsored emergency communications on a local, national and international basis as an adjunct to normal naval communications.

Thank You, Over and Out

Every year amateur radio "ham" operators transmit and receive hundreds of thousands of messages between servicemen overseas and their families at home. Thousands of these volunteers belong to the Military Affiliate Radio System (MARS), an auxiliary communications network which would become invaluable in a national emergency.

One of the ways the armed forces has chosen to say "thank you" for this unique service, and to demonstrate to the world the close partnership and mutual respect enjoyed between U. S. amateur radio operators and the U. S. military, is to sponsor annual communications tests for ham operators

on Armed Forces Day. The Army, Navy and Air Force all participate in the event, 15 May this year.

Eight military radio stations—three in the Washington, D. C., area; two in San Francisco; one in Texas; and two aboard Navy aircraft on the East and West coasts—conducted the yearly tests last May. Included were military-to-amateur crossband operations and receiving contests for both continuous wave (CW) and radioteletypewriter (RTTY) transmissions.

For Navy men unversed in radio lore, here's what the tests are all about.

On Armed Forces Day last year, the eight participating military radio stations were on the air for

The program comes under the control of Commander Naval Communications Command and its task in Japan is to support Commander Naval Forces, Japan.

One of the functions of MARS is the handling of morale and quasi-official record and voice communications traffic for armed forces and U. S. Government civilian personnel stationed throughout the world. For example, wounded Vietnam veterans recovering in hospitals in Japan can talk via MARS to their families in the States to let them know where they are recuperating, their condition and other vital information. Additionally, MARS gaps the miles between military personnel and dependents stationed in Japan and their families and loved ones in the States by affording, at minimum expense, record message and radio-telephone services.

The Navy-Marine Corps MARS stations in Japan are subsidized by nonappropriated funds. Most of the equipment is purchased with recreation funds or furnished by the local naval communications station. With the exception of the Marine Corps-sponsored station at Iwakuni, Navy-Marine Corps MARS stations in Japan operate strictly on a volunteer basis.

THE 11 STATIONS IN JAPAN all operate on the same military frequency with two alternative frequencies. The Yokosuka station's daily routine usually includes from 10 to 30 calls to the States which fall into the category of morale boosters.

Manning the controls is IC2 Robert T. Gestrich, who is usually found busily twisting dials and answering a telephone which rings constantly from 0800 to 1600 Monday through Friday.

"The calls to the States are usually pretty clear,"

more than 12 hours listening for calls from amateurs within the appropriate radio bands. During that time they acknowledged contacts with more than 8000 ham operators, each of whom is eligible to receive a commemorative QSL card (which records the station's call sign and is collected by a ham as a souvenir of radio contact with that station).

Since this was a test of the communications network, contacts consisted only of a brief identification of locations and call signs; there was no exchange of messages.

To further recognize the skills in rapid communications possessed by ham operators, the military stations also conducted two receiving

MARS in YOKOSUKA

said Petty Officer Gestrich, emphasizing the word, "usually." "It normally depends on the atmospheric conditions, which vary from time to time."

Let's assume you want to place a call through the base station to your parents in Chicago. Here is the normal procedure: You telephone Gestrich, usually before 1100, and inform him of the number you wish to call, and the number where you can be reached on base. Gestrich later gets in touch with a MARS station in the States, probably at NAS North Island, San Diego. He relays the information to the MARS operator there, who in turn dials the Chicago number from San Diego. The North Island MARS operator then contacts the Yokosuka station, telling Gestrich that your parents are on the line. Gestrich calls you back and the connection is complete. The only cost involved is the toll charge for the commercial telephone service between San Diego and Chicago.



"WE HAVE TO LIMIT CALLS to three minutes so that we don't tie up the frequency too long," said Gestrich. "But priority calls can take as long as necessary." Such priority calls are those which have Red Cross verification or are of an emergency nature from the naval hospital. Gestrich frequently places calls of this type for military personnel recuperating at the hospital.

According to retired Navy Captain Donald I. Mather, the volunteer Navy-Marine Corps MARS coordinator for the Japan area, MARS serves as a definite morale booster for military personnel. One example involved a G.I. in the Republic of Vietnam who recently made his marriage vows over a MARS circuit to his bride in the States.



contests. At preestablished times they transmitted messages from the Secretary of Defense, using the CW and RTTY modes of operation. The CW Morse Code message was broadcast at 25 words per minute; the RTTY at 60 wpm.

The idea of the contest is to submit a perfect copy of either message to the Department of Defense. Last year there were 420 hams who sent in perfect copies of the CW broadcast and almost 600 who copied the RTTY message perfectly. All received certificates of merit signed by the Secretary of Defense. It was the military's way of saying "thank you."

Don't forget the next competition, 15 May.

YOU'VE COME A LONG WAY, BABY—The Navy's MARS has expanded into a worldwide network since Josephus Daniels (center), SecNav during World War I, made the first call by radio-telephone with a ship cruising at sea.



USS BENICIA Is the New Navy



Above: Patrol gunboat USS Benicia (PG 96) lights off her turbine and begins an acceleration run in which she exceeds 35 knots. Facing page top: LT Jim Turnbull, CO of Benicia, transmits orders to helmsmen PO3 Robert Kuettel, Jr. Center: Two enginemen stand watch in the engineering operating station, the heart of Benicia's propulsion plant. Bottom: The engineering officer monitors the ship's propulsion controls as PG 96 shifts her cruising diesels to gas turbine.

SMALLER, FASTER—with more power, maneuverability and versatility than any other Navy ship of her type—this new patrol gunboat and her sister ships are the forerunners of tomorrow's Navy.

With a length of 164 feet and a width of 23 feet, USS *Benicia* (PG 96) is smaller and lighter than an ocean minesweeper, requires less than half as many personnel, and has many of the features of a destroyer. But she is also something more than just a gunboat. She is a totally new concept in naval operating procedures.

Benicia is manned by four officers and 24 enlisted men, all of whom were especially chosen for the unusual duties on board. It is the men who man *Benicia* that make her such a unique vessel.

Each member of the crew has more than one job. For example, Storekeeper 1st Class Moise Hernandez has the primary responsibility of keeping the ship sup-

plied with more than 11,000 repair parts, 80 per cent of which are unique for a patrol gunboat. Hernandez also requisitions all the food, takes his turn as cook, and serves as the skipper's phone talker. Although Hernandez is one of the key people aboard, every man has a myriad of duties. *Benicia* and her sister ships are some of the very few Navy ships in which most of the senior enlisted men are qualified as officers of the deck.

COOPERATION AND TEAMWORK among the crew are necessary for the ship's survival. For example, there is no damage control party aboard *Benicia* such as is found on conventional Navy ships. All 28 men share the responsibility of damage control. If a man is wounded and unable to man his post, almost any other member of the crew can competently step in to take his place.



This independence on the part of the officers and crew has spawned a certain kind of camaraderie in today's Navy. They do not function as a typical Navy crew, or even as a team, but rather as a club—a club of professional men who enjoy their work and working with each other. A large part of this attitude comes from the captain, Lieutenant Jim Turnbull.

In one of the few commands left for today's young lieutenants, Captain Turnbull has laid the foundation for *Benicia's* excellent morale. He is an officer who enjoys his work.

This is evident not only to the crew, who share his enthusiasm, but also to anyone who talks to him about his ship. He gives the impression of being not just the commanding officer of a new Navy ship, but the head of a club that operates a high speed yacht, of which he is very proud.

This type of personal relationship is just a part of the over-all concept of operating procedures which *Benicia* and her 16 sister ships have established for the new Navy. High speed, maneuverability, multi-

plicity of purpose and capabilities, revolutionary new design—all are to be employed in the newest ships.

The new design of these patrol gunboats employs an aluminum hull and a superstructure made largely of fiber glass, resulting in less maintenance. She is powered by two diesel engines teamed for cruising and one gas turbine engine for high speeds. The two power plants operate completely independently of one another. She will normally cruise on the diesels, but when higher speeds are needed, the gas turbine is ignited and *Benicia* is rapidly accelerated, up to 30-plus knots, almost instantaneously. She has such rapid acceleration, deceleration and swift maneuvering ability, that the pilothouse seats are fitted with seat belts.

THE MOST REVOLUTIONARY ASPECT of the gas turbine power plant is that it is only about 20 feet in

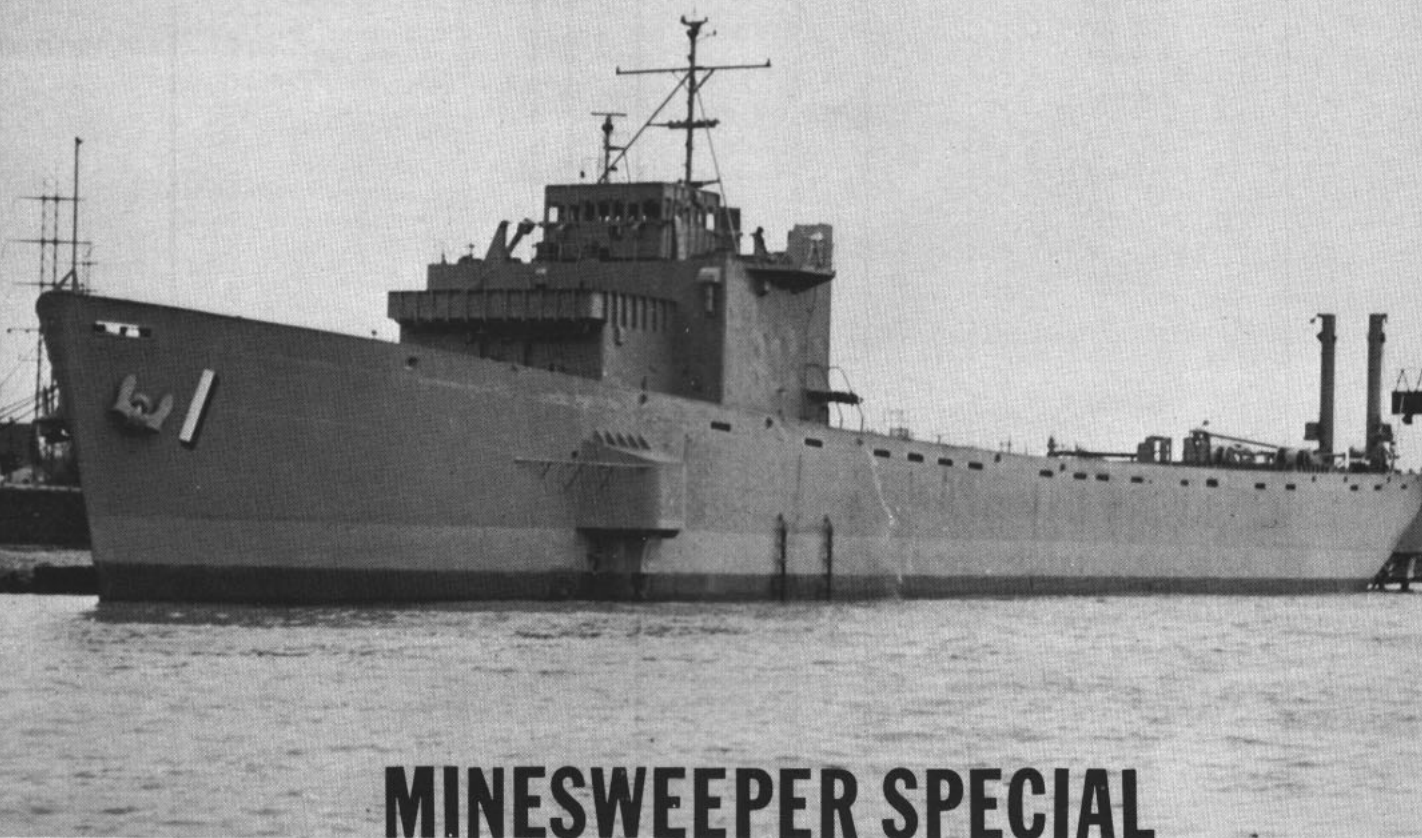


length and takes up less space than a normal Navy ship's engine control board. There are no boilers or condensers, just gas turbine power.

Pound for pound, this gunboat is probably the most lethal surface ship in any Navy. She is armed with a 3-inch gun mount forward, a 40-mm gun mount aft, and two twin 50-caliber machine guns amidships. Her crew carries small arms: M-16 rifles, M-60 machine guns, shotguns, 45-caliber pistols, grenade launchers and various others.

Placed in commission approximately one year ago, *Benicia* was built by a privately owned boatyard in Tacoma, Wash., as were most of these new type patrol gunboats.

Two gunboats, *uss Surprise* (PG 97), and *uss Defiance* (PG 95), sisters of *Benicia*, have been sent to the Mediterranean's Sixth Fleet to show the flag and demonstrate their ability.



MINESWEEPER SPECIAL

“THE WORLD’S LARGEST OUTBOARD”

A RESEARCH AND DEVELOPMENT project undertaken in the Atlantic Fleet Mine Force was centered on tests of the *Minesweeper Special* (MSS-1), a virtually unsinkable ship which literally would have to be blown to bits before it could be sunk.

MineLant tested the ship, officially considered a “device,” in search of an unsinkable ship capable of sweeping influence mines. Tests to date have been encouraging.

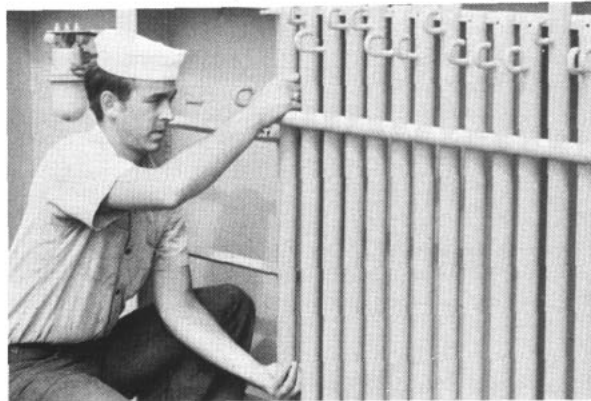
Traditionally, minesweepers are built with wooden hulls to present the smallest possible magnetic signature. Steaming through a suspected mined area, the ordinary sweeper trails sound and magnetic equipment which detonates mines at a safe distance behind the ship.

The *Minesweeper Special* takes a different approach.

Built on a converted World War II *Liberty* class hull, the MSS-1 measures some 440 feet long and 57 feet wide and displaces nearly 15,000 tons. She is “unsinkable” because she is filled with about 140,000 cubic feet of styrofoam. All compartments below the waterline are flooded for additional ballast.

According to Lieutenant Eugene N. Cate, officer in charge of the ship, this arrangement means that shock waves from nearby explosions “pass through” the steel hull.

NATURALLY, the steel hull of the old *Liberty* ship presents a large magnetic signature and this is the whole idea. The main deck also is ringed with huge magnetic coils to enhance the ship’s magnetic field, and there is equipment on board which produces noise in all frequencies.



An MUC for MSS-1

The Meritorious Unit Commendation was awarded last October to the officer in charge and other members of the original crew of the *Minesweeper Special* (MSS-1). Receiving the award were Lieutenant Eugene N. Cate; BM1 Charles B. Whitworth; RD2 Kenneth W. Hoppe and SN Bailey T. Groome, III. In addition, LT Cate was awarded the Meritorious Service Medal and BM1 Whitworth received the Navy Achievement Medal in recognition of individual efforts on board the experimental craft.

A citation signed by the Chief of Naval Operations stated, in part:

"Without benefit of formal training or previous experience with the type of command and control facilities installed in *Minesweeper Special*, the officer in charge and crewmembers assigned undertook the task of developing the unit from an unknown and untried entity to an operationally tested and capable mine countermeasures platform."

Facing page: The *Minesweeper Special* (MSS-1) is a Charleston-based minesweeping device assigned to the Atlantic Fleet Mine Force. MSS-1 is currently being evaluated as a new concept in mine countermeasures. This page from top: LT Eugene N. Cate, officer in charge, and EN1 James Nicholson check the remote operation of the ship's main propulsion system. (2) SN Bailey T. Groome, III, stows freshly painted lifeline supports aboard MSS-1. (3) BM1 Charles Whitworth, leading PO on the *Minesweeper Special*, checks out some of the ship's many varieties of line.

"The theory is to take our unsinkable ship into mined areas and purposely use it to detonate influence mines by presenting the maximum ship signature," LT Cate said.

During shock tests in the Gulf of Mexico, LT Cate and the eight MSS-1 crewmembers took several teeth-rattling explosions in the relative safety of the craft's shock-mounted pilothouse.

"In all tests we were strapped into padded chairs in the pilothouse," the o-in-c explained, "and with four horizontal and four vertical piston-type shock absorbers we were able to take the blasts quite well."

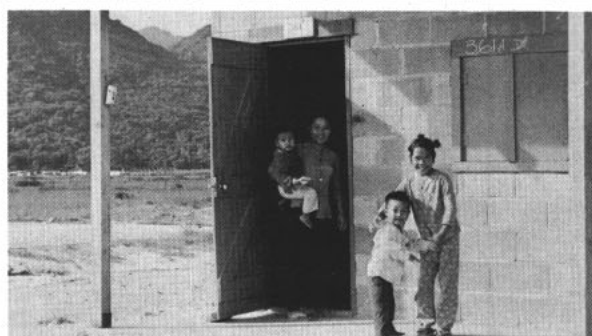
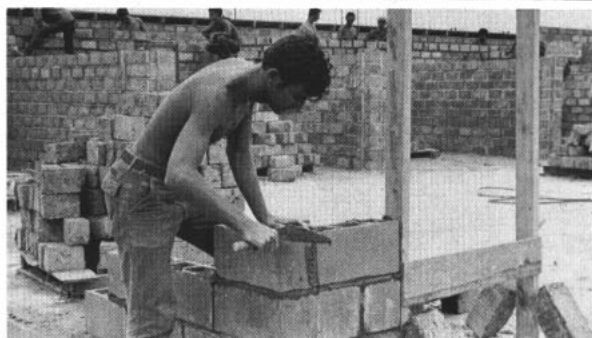
Since the original crew brought the ship to Charleston in August 1969, the MSS-1 has (as of October 1970) undergone eight severe shock tests with the crew on board. No one was injured, but the old *Liberty* ship was beginning to show minor evidence of the explosions which dump tons of water on her in a matter of seconds.

The *Minesweeper Special* is powered by five in-board-outboard drive diesel engines mounted above the waterline to minimize the risk of damage or loss of propulsion and steering. As might be expected, the crew refers to the ship as "the world's largest out-board."

—John J. Gravatt

NAVCAT 16

Produces Its Millionth Concrete Block



NAVAL CONSTRUCTION ACTION TEAM (NAVCAT) 16's Block Plant recently marked the production of its one millionth concrete block, a construction material which is a vital factor in the Vietnamization Program.

Concrete block produced by the team, a unit of Construction Battalion Maintenance Unit 302, is the mainstay of local Vietnamese construction projects throughout Military Regions 1, 2, 3 and 4 in the Republic. Tons of block are transported north and south by air, land and water to where Unit 302 Seabees have construction sites.

Warrant Officer Elmer L. McDuffee is the officer in charge of NAVCAT 16's plant at the naval air facility about 10 miles north of the base camp at Cam Ranh Bay. He is assisted by Chief Machinery Repairman Gerald Katzenstein.

"Making block may not sound very interesting," McDuffee said. "Portions of sand, aggregate, cement, and whatever crude machine you can devise will yield a block. But when the demand is greater than the supply, as is the situation here, block must be produced in mass."

The plant was set up in December 1969, and within 30 days it started full operation. The huge block machine has an output of 540 blocks per hour.

An ordinary block measures 16" x 3" x 6" or 16" x 8" x 8" and weighs approximately 31 pounds.

THE CREW IS AIDED BY 25 VIETNAMESE WOMEN. An average of 6000 blocks a day means mixing eight cubic feet of sand, eight cubic feet of aggregate and four bags of cement. This yields 90 blocks.

"Sand is the only material that is free in this operation, since there is plenty at Cam Ranh Bay," said McDuffee.

Cement is being paid for by the government and the Seabees buy the aggregate from the largest civilian construction company in Vietnam.

"We use approximately 200 tons of aggregate a week," said McDuffee.

Working at the plant are 13 Seabee-type ratings, assisted by 31 seamen, airmen and firemen from the fleet units. The block plant is in operation 24 hours a day.

"We proved our worth and so did the machine last June, when the demand was at its peak. We were able to produce 145,800 blocks during that month, breaking our all-time record," McDuffee said.

—Story and Photos by JO2 M. Israel, Jr.

From the top: (L to R) LCDR M. B. Sherman, XO, CBMU 302, LT F. Seymour, "C" Company CO, and WO1 E. McDuffee, NAVCAT 16 Officer in Charge, stand by the machine as the ceremonial block (painted gold) rolls out. (2) Acres of "302 Better Built Block" at NAF, Cam Ranh Bay. (3) Blocks are the basic ingredients of Vietnamese Navy dependent shelters. (4) Completed shelter site in Ben Luc. (5) A Vietnamese family is all smiles as they move into their new shelter.



FOR years, the steamship **Delta Queen** (which also has served a stint in the U. S. Navy) has plied the Ohio and Mississippi Rivers, carrying tourists bent on recapturing a bit of vanished Americana.

A recent decision of Congress, removing the old boat's exemption from the Safety at Sea Law, may retire the vessel.

This fall, more than 100 active-duty and former Navymen swapped sea stories at Treasure Island about the ship on which many had made their first voyage between 1940 and 1946.

In 1940, about 300 Naval Reservists in the San Francisco Bay Area were called up and reported to **Delta Queen** for transportation to the Naval Station on Yerba Buena Island.

The Reservists' introduction to the active-duty Navy aboard **Delta Queen**, while pleasant, was not exactly realistic. The **Queen** had a civilian crew, and her dining tables were covered with white cloths, set with the ship's best china and silverware, and the Reservists were served by the ship's waiters.

All this was a carryover from the days before the vessel was purchased by the Navy when she carried

overnight passengers between San Francisco and Sacramento.

During her Navy stint, **Delta Queen** was used as a training and barracks facility at Yerba Buena Island and later at Treasure Island.

In 1946, the flat-bottomed boat was declared surplus and she was sold to a Cincinnati firm. Five men from the original **Delta Queen** "crew" are still participating in the Naval Reserve Program at Treasure Island and remember her well.

Since the **Delta Queen's** departure from the San Francisco Bay area, she has carried passengers on the Ohio and Mississippi Rivers, but recent action by Congress and the Coast Guard have limited her overnight passengers to 49. She formerly carried 192 passengers and a crew of 75 and made 33 round trips between New Orleans, La., and Cincinnati, Ohio.

During its last moments, the 91st Congress passed a bill which gave the **Delta Queen** a brief new lease on life.

—LT. Barry Stephenson, USNR.

Survey Ships to Search Bay For Hazardous Shipwrecks

A SEARCH of Chesapeake Bay for shipwrecks which may be hazardous to navigation will be conducted this spring by the wire drag ships *Rude* and *Heck* of the National Oceanic and Atmospheric Administration (formerly ESSA).

Centering near Hampton Roads and Bayside, Va., the work is part of a long-range effort to locate all submerged obstructions in the Chesapeake from its ocean entrance to Baltimore.

More than 50 obstructions have been reported in the southern part of the bay, including the 85-ton *Perseverance* which sank at Hampton Roads in 1943.

Using a perfected method of the Coast and Geodetic Survey (now the National Ocean Survey) ships *Rude* and *Heck* tow a submerged wire between them and sweep the area a few feet from the bottom, and within a mile radius of each reported obstruction. The wire is suspended horizontally from surface buoys and is raised or lowered according to depth.

When an obstruction is located the wire becomes taut with the surface buoys and a letter "V" is formed. Scuba divers determine the exact depth over the wreckage and nautical charts are revised accordingly.

During the search, the 90-foot, 220-ton wire drag ships operate from the amphibious base at Little Creek with two officers and eight enlisted men each.

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers-P31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Billets Versus Pro-Pay

SIR: I have two questions concerning Proficiency Pay. First, is the BuPers Report 1080 or the Manpower Authorization used to determine the number of billets available at a command for pro-pay? And, who has the authority to stop pro-pay on the spot by reducing the number of billets authorized to the command?—RM1 C.M.S.

• The BuPers Report 1080-14 reflects the number of billets at an individual command which have been authorized by that command's Manpower Authorization (OpNav 1000/2). When there has been a change in the billets authorized by the Chief of Naval Operations, and the OpNav 1000/2 is not completely revised, minor changes in the allowance will be reflected in the BuPers Report 1080-14.

Regarding the authority to stop pro-pay on the spot, the commanding officer may terminate a member's award (as specified in BuPers Instruction 1430.121). However, when the award is terminated on the basis of a reduction in authorized billets, the CNO accomplishes final action in reducing those billets.—ED.

Hair Regs for Corpsmen

SIR: I am a Navy corpsman serving with the FMF at Camp Pendleton, Calif. I have read in various Navy periodicals and ALL HANDS about the liberalized haircut and uniform regulations.

Repeatedly, when new naval regulations are established, corpsmen with Marine units are told that these do not apply since we do not receive Z-grams or other directives.

Do these regulations apply to us or are we the "forgotten" Navymen who are, in actuality, Marines?—HM3 W. N. B., USN.

• A number of Navy hospital corpsmen assigned to the Marine Corps for duty have asked this or similar questions. Here's the response from cognizant offices: The regulation states that those Navymen who wear Marine Corps uniforms—such as Navy doctors and corpsmen who provide

the medical service—must conform to the Corps standards.

However, other Navymen assigned to Army, Air Force or Marine bases—but still wearing the Navy uniform—may follow Navy regulations insofar as grooming is concerned.

In a recent policy statement, the Commandant of the Marine Corps indicated that the Marine Corps would maintain its grooming standards. And although the Z-grams are meant for the widest possible application, the CNO has reaffirmed the decision that Navymen wearing the uniform of another service must comply with that service's dress and grooming regulations.—ED.

Duty After Hospitalization

SIR: I have heard arguments pro and con concerning the duties to be performed—such as watchstanding and periods of employment—by limited duty personnel without restrictions, and I fail to see the difference between limited duty without restrictions and full duty.

Could you please establish the criteria for a period of limited duty in relation to duty assignments?—W. M. C., USN.

• We have been informed that limited duty without restriction is assigned to people who, following treatment and/or hospitalization, require a period of time at full employment to test the effect or control of treatment and/or the effect of full employment on the member's state of health.

After this period, a medical reevaluation is conducted which will generally indicate the person's state of health and his future potential for full duty. Limited duty in these cases is the method used to limit the movement of the individual to a specific area in order that he may later be reexamined.—ED.

SS Number 19½?

SIR: While reading material on American naval fighting ships, I discovered that there was once a U. S. Navy submarine which had the number 19½. Could you explain how this happened?—A. M.

• On 17 Jul 1920 the new classification system was established. Before that, there were no official classifications assigned to ships. For example, D-1 (ex-Salmon) was known as "USS D-1 (Submarine No. 19)." F-1 (ex-Carp) was known as "USS F-1 (Submarine No. 20)." These numbers were assigned according to the date that the contract was awarded for construction.

On or about 12 Jun 1916, it was discovered that G-1 (ex-Seal) had no hull number assigned. Her contract date was earlier than Submarine No. 20 and later than Submarine No. 19, so on 12 Jun 1916, she was assigned the hull number "Submarine No. 19½." On 17 Jul 1920, she officially became SS-20, as the former Submarine No. 20 was lost in 1917.—ED.

Wearing Gold Stripes

SIR: I first joined the Navy in 1950 and earned a Good Conduct Medal before being discharged in 1954. Since I came back into the Regular Navy in 1961, I have received two more of these awards, and would like to know if I am entitled to wear gold lace service stripes.—QMC K. H. C., USN.

• The requirements for eligibility to wear gold lace service stripes and gold rating badge are 12 years' continuous active duty (full-time duty) in the Navy and/or Naval Reserve and fulfillment of the requirements necessary for the Navy Good Conduct Medal during that time.

Once this entitlement is acquired, the right continues throughout the duration of an enlisted person's service unless, subsequent to the right being established, he fails to qualify for the Navy Good Conduct Medal—in which case the right to wear gold service stripes is terminated. Also, if the enlisted person is convicted by court-martial and the conviction has become final within the meaning of the Uniform Code of Military Justice, the right to wear gold service stripes is terminated.

Although some people feel that not being able to wear gold lace stripes reflects on their conduct, it should be noted that continuous active duty is an equally important factor in de-

termination of eligibility for the wearing of gold. Good conduct is primarily reflected through the Good Conduct Medal for active duty service, and through the Naval Reserve Meritorious Service Ribbon for inactive Reserve service.

The requirement for gold lace service stripes is widely misunderstood, and Navy men should be aware that it is the additional factor of the 12 years' continuous active service which earns a Navyman the right to wear gold.—ED.

Rhode Island—World Traveler

SIR: Among a group of old photographs donated to us at the San Diego Naval Hospital recently was a picture of the crew of the battleship *USS Rhode Island* in 1915. It just happens that *Rhode Island*'s bell is displayed in the hospital's main patio; but the plaque was "borrowed" many years ago, so no one knows the story behind the bell or the ship.

Could you enlighten me as to the histories of the ships named *Rhode Island*?—M. D. R., LTJG, MSC, USNR.

• We can, since the Ship's History Branch of the Division of Naval History has enlightened us. There have been two *Rhode Islands*. One of them, the battleship you mention, was part of the Great White Fleet. The other, a supply ship and cruiser during the Civil War, had the unhappy distinction of towing the *USS Monitor* when the famous ironclad sank in a storm off Cape Hatteras.

The Civil War *Rhode Island* is probably not the ship you're concerned with, but her history is most interesting. Formerly *SS Eagle*, she was bought by the Navy in 1861. She was a sidewheel steamer, but, as was customary in that time when engines were distrusted, was also rigged as a two-masted brig.

As a supply ship, she carried mail, ice, medicine, and paymasters' and officers' stores. But even that duty wasn't as dull at it sounds. *Rhode Island* chased three blockade runners ashore in the Gulf of Mexico and the West Indies and captured their cargoes in 1862 and 1863. When *Monitor* foundered on the last day of 1862,

Rhode Island rescued some of the iron ship's crew.

In 1864, she was converted to a cruiser. Around the end of that year, she captured a British steamer and took part in two attacks on Fort Fisher which ended with the surrender of the fort. After the war, in 1867, *Rhode Island* was sold at auction. She carried 257 officers and men, was 336 feet, 6 inches long, weighed 1517 tons, and was originally armed with four 32-pounders.

The second *Rhode Island*, BB-17, was launched 17 May 1904, but was not commissioned until 19 Feb 1906. She was just in time to become part of President Theodore Roosevelt's Great White Fleet, which circled the globe to show the flag from 1907 to 1909.

The fleet was painted white to make it distinctive—as if an assemblage of 16 battleships and various supply ships needed to be made noticeable. It sailed around Cape Horn to San Francisco, stopping at various ports in the West Indies, South America and Mexico. Then it proceeded to Hawaii, New Zealand, Australia, the Philippines, Japan, Ceylon, Egypt, Italy and Gibraltar before returning to Hampton Roads. *Rhode Island* was there, every step of the way.

Rhode Island served to protect American interests in Mexican waters from November 1913 to February 1914, then again in December 1914. In between, she operated with the Atlantic Fleet and cruised with state militias.

In World War I, *Rhode Island* conducted training operations and convoyed subchasers in the Atlantic from March 1917 until December 1918; then she transported troops from Brest, France, to the States until July 1919.

She was decommissioned at Mare Island, Calif., 30 Jun 1920, and broken up and sold for scrap in November 1923.

The battleship was 441 feet, 3 inches long and displaced 14,948 tons. She carried 912 officers and men, including her Marine detachment. Her armament included four 12-inch guns, eight 8-inchers, 12 six-inchers, 12 three-inchers and four torpedo tubes.

Ship's History wants to know why you didn't send a copy of that picture along. So do we.—ED.

TNs Changing Rates

SIR: I am a Philippine citizen intending to make the Navy a career. I would like to change my rate from steward to yeoman, but my GCT-ARI combination score is 107. The Formal School Catalog July 1970 series requires a score of 110, and I would like to know if I am still eligible to apply for a school. — TN D. B. D., USN.

•The Bureau of Naval Personnel is encouraging stewards to change to rates for which they are qualified. You would require a three-point waiver of basic test battery scores for Class "A" YN School; waivers up to 10 points are considered.

In regard to security clearance, one is not required while attending school, since the course of instruction doesn't cover any classified information. However, as stated in para-

graph 302.6 of the Manual of Advancement, the YN rating requires access to classified information, so personnel must be eligible for a security clearance. Therefore, unless you have obtained U. S. citizenship, you would be ineligible to serve in the yeoman rating.

Your attention is also invited to BuPersNote 1440 (18 Feb 1971), which gives full details criteria for changes of rating for TNs.—Ed.

Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

•*Submarine Veterans of World War II*—The 17th annual reunion will be held in Houston 18-22 August. For information contact Ernst T. Rosing, 1409 So. East Ave., Berwyn, Ill. 60402.

•*uss Boise (CL 47)*—The second reunion will be held in Boise 7-9 October. Former crewmembers may contact Don B. Fitch, Box 15325, Salt Lake City, Utah 84115, for information. Those on the east coast should contact John W. Macomber, 10 Park Ave., Latham, N. Y. 12110.

•*uss MacLeish (DD 220)*—Former crewmembers (1920-1946) will meet in Moodus, Conn., 30 September-3 October. Francis P. Cameron, 55 Suffield St., Windsor Locks, Conn. 06096, has the details.

•*136th Battalion Seabees*—For information on a planned October reunion, contact Nicholas G. Kolovos, 501 E. University, Apt. 105, Rochester, Mich. 48063.

•*uss Saratoga (CV 3)*—The 20th annual reunion will be held in Anaheim, Calif., 3-4 September. Former members of the ship's company and air groups may contact P. R. Tonelli, 431 Granada Dr., La Habra, Calif. 90631, for details.

•*uss New Mexico (BB 40)*—San Diego will be the site for the 14th annual reunion, 1-2 October. A. P. Lofurno, 2076 54th St., San Diego, Calif. 92105, has more information.

•*NAS Ellyson Field*—The air station's 30th anniversary will be observed 25-29 May. Original commissioning personnel and past Ellysonites may place reservations by writing: Ellyson Field Reunion, Box 3222, Pensacola, Fla. 32506. Telephone reservations may be made with Lou Leitenberger, (area 904) 456-5681.

•*uss Knapp (DD 653)*—Those who served on board during World War II and later will hold a sixth reunion in Lancaster, Penn., 9-10 July. Reservations may be made with Francis Wickenhiser, 1109 Pleasure Rd., Lancaster, Penn. 17601.

•*uss Sarda (SS 488)*—A reunion will be held at the CPO club in New London, 26-27 June. J. H. Ashburner, 11 Fowler Dr., Uncasville, Conn. 06382, has the details.

•*uss Density (AM 218)*—Oklahoma City will be the site for a reunion 20-22 July. For information contact Laverne Bailey, 1513 Bradford Dr., Irving, Tex. 75060.

•*uss Wadleigh (DD 689)*—This year's reunion will be held in Mt. Pocono, Penn., 29 July-1 August. For details contact Don Wunderlich, Voltaire, N. D. 58792.

•*VP-83*—The third reunion of former members of the patrol squadron will be held in Jackson-

ville, 15-17 September. The contact for information is J. Sternberg, Box 7135, Jacksonville, Fla. 32210.

•*uss Charrette (DD 581)*—Former crewmembers will meet in Boston, 17 July. For details contact Robert A. Sullivan, 4413 Ave. "M," Brooklyn, N. Y. 11234.

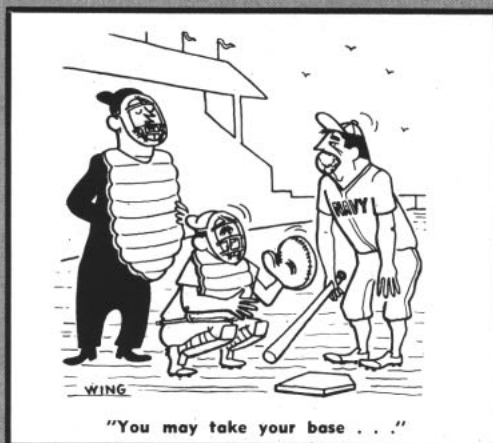
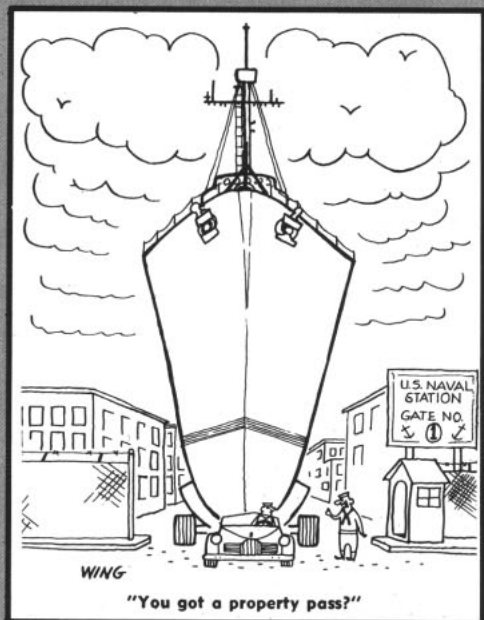
•*uss Orleck (DD 886)*—A 25th anniversary reunion of former crewmembers will be held 6 June at the Navy Recreation Center, San Diego. Lieutenant (jg) J. J. Bepko, III, *uss Orleck (DD 886)*, FPO San Francisco 96601, has full information.

•*uss West Point (AP 23)*—The second annual reunion for those who served on board during World War II will be held 17-18 June in Boston. For details contact John E. Daniel, 519 E. Nettleton St., Independence, Mo. 64050.

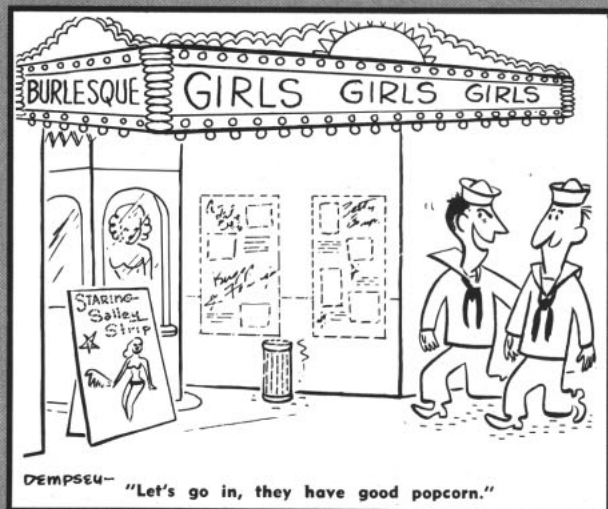
•*93rd Seabee Club*—The 22nd annual reunion will be held in Kansas City, 2-4 September. For information write: Darle Christy, 4204 E. 69th St., Kansas City, Mo. 64132.

•*30th Construction Battalion*—The 26th reunion will be held 28-30 May in Newport. Joseph R. Straight, 48 McGill St., Cumberland, R. I. 02864, has more information.

•*PT Boats*—A national reunion of men who served on board PT boats and tenders and at PT bases during World War II will be held in Oshkosh, Wisc., 3-6 September. For details contact Alfred F. Piottter, 629 W. 8th Ave., Oshkosh, Wisc. 54901.



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TAFFRAIL TALK

BEGINNING WITH our next issue, you'll be seeing a new name—that of Captain Robert F. Hunt—appearing in our masthead with the title of Director of Career Information and Publications. CAPT Hunt has come to the Washington billet, succeeding Captain William S. Busik, whose three-year stint here ends—and retirement begins on 1 April.

In June 1968, CAPT Busik, fresh out of Harvard University's Advanced Management Program, came to BuPers with many innovative ideas in the field of liaison and information.



Thanks to his concern, encouragement, and above all, his initiative and backing, ALL HANDS Magazine has been able to make changes in its format and contents to provide more and better career information for the man in the Fleet.

Everywhere he's gone, CAPT Busik has left his mark. Take the Naval Academy, for example, where, by appointment from his native California, he continued the education that was started at Pasadena Junior College in his home town. Midshipman Busik was a year-round athlete—competing in basketball and track, but doing the most damage to the Middies' football records. Although his Academy training was the accelerated three-year course due to wartime emergency, the versatile halfback's two-year varsity record was enough to put him firmly in the all-time standings in many categories:

- 1st in punting average at 40.6 (3007 yards in 74 attempts).
- 1st in number of punt returns with 42.
- 2nd in punt return yardage with 411 yards (42 attempts for a 9.8 average).
- 7th in rushing yardage with 1075 (238 attempts for a 4.5 average).
- 9th in total offense (rushing and passing) with 1713 yards (366 plays for a 4.68 average).

These gridiron feats and his subsequent success as a naval officer won CAPT Busik selection in 1967 to Sports Illustrated Magazine's Silver Anniversary All-American Squad. This exclusive honor, established in 1956, is reserved for those college football players of at least 25 years ago "who have most distinguished themselves in their chosen fields of life."

After leaving Annapolis, he saw duty in the Pacific. The record books don't show it, but he reigned as the Pago Pago ping-pong champ back in 1943.

He served as XO of *uss Brinkley Bass* (DD 887) and *uss Willis A. Lee* (DL 4), and as CO of *uss Hanson* (DDR 832) and *uss Mahan* (DLG 11). He later won commands which included Commander Destroyer Squadron 25 and Destroyer Flotilla Five.

He returned to the Academy twice—first as an assistant coach—for the '46 football season, then in 1962 for a three-year tour as—you guessed it—Director of Athletics and Head of the Physical Education Department.

Now retiring, CAPT Busik is returning—again—to Annapolis, this time as Executive Director of the Naval Academy Alumni Association. That's his official position, but if perchance you see a phantom half-back wearing No. 63 in a Middies' contest this fall, you'll know who it is.

The All Hands Staff

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• **SUB HUNTERS**—A flight of S-2E Tracker aircraft form up over the Pacific during a routine mission. The search aircraft belong to the Pacific Fleet's Antisubmarine Squadron 33 (VS-33).—Photo by PH1 Robert E. Woods.





Wave recruiter signs up a prospective candidate.—Photograph by JO1 Craig Huebler, USN.

NAVY CHARTER-GOALS:

■ TO ATTRACT TO THE NAVY PEOPLE WITH ABILITY, DEDICATION AND CAPACITY FOR GROWTH. SPECIFICALLY, THE NAVY MUST BE ABLE TO OBTAIN THE VERY BEST TALENT AVAILABLE IN THIS NATION REGARDLESS OF RACE, RELIGION, CREED, ECONOMIC BACKGROUND OR NATIONAL ORIGIN. ■ TO PROVIDE REAL OPPORTUNITY FOR ALL PERSONNEL OF THE DEPARTMENT OF THE NAVY TO RISE TO THE HIGHEST LEVEL OF RESPONSIBILITY THAT THEIR TALENT AND DILIGENCE WILL TAKE THEM. ■ TO MAKE SERVICE IN THE DEPARTMENT OF THE NAVY A MODEL OF EQUAL OPPORTUNITY FOR ALL REGARDLESS OF RACE, CREED, RELIGION OR NATIONAL ORIGIN. THE NAVY MUST STRIVE TO ELEVATE THE DIGNITY OF EACH INDIVIDUAL AND ELIMINATE ALL VESTIGES OF RACIAL DISCRIMINATION SO THAT ALL MEMBERS OF THE NAVAL SERVICE CAN BE PROUD TO SERVE TO THEIR FULLEST. ■ TO HELP EACH SERVICEMAN AT THE END OF HIS SERVICE IN HIS ADJUSTMENT TO CIVILIAN LIFE. ■ TO PARTICIPATE IN THE PROGRESSIVE IMPROVEMENT OF SOCIAL-CULTURAL INTERACTION IN OUR SOCIETY BY UTILIZATION OF OUR HUMAN, ECONOMIC AND PHYSICAL RESOURCES WHILE MAINTAINING FULL EFFECTIVENESS IN THE PERFORMANCE OF OUR PRIMARY MISSION.